



# OCGO

Local Tax Dollars at Work

## MEASURE M2 QUARTERLY PROGRESS REPORT

Fourth Quarter of Fiscal Year 2020 – 21  
April 1, 2021 through June 30, 2021

### Fourth 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 nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from April 1, 2021, through June 30, 2021, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness and 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 Magnolia Street bridge that was completed in May 2021. This bridge is the first two-stage bridge (partially closed but allowed throughway traffic during construction) that was completed as part of the I-405 Improvement Project between SR-73 and I-605.



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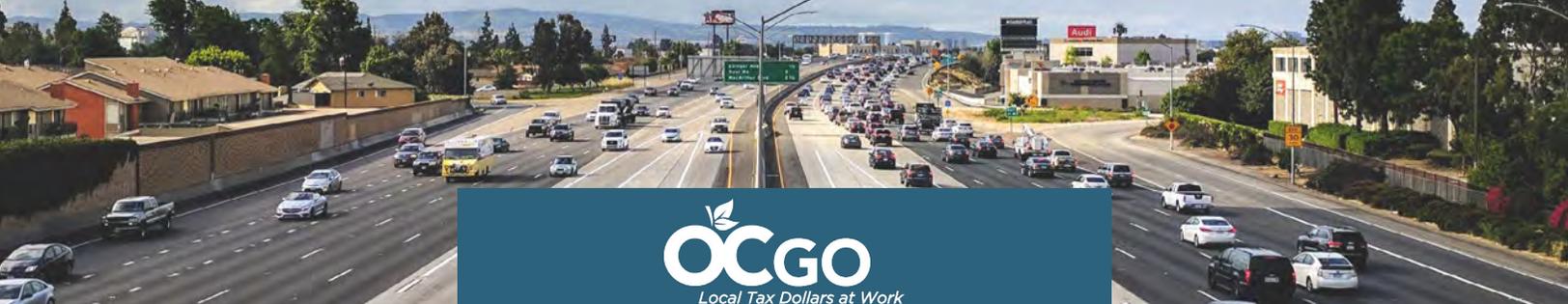
## COMMON ABBREVIATIONS

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



## COMMON ABBREVIATIONS

Operation and Management	O&M
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E
Program Management Office	PMO
Project Report	PR
Project Segments	projects
Regional Capacity Program	RCP
Regional Transportation Signal Synchronization Program	RTSSP
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Edison	SCE
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 133	SR-133
State Route 241	SR-241
State Transportation Improvement Program	STIP
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transportation Investment Plan	Plan
United States Army Corps of Engineers	Corps



  
**MEASURE M2 PROJECT SCHEDULES**

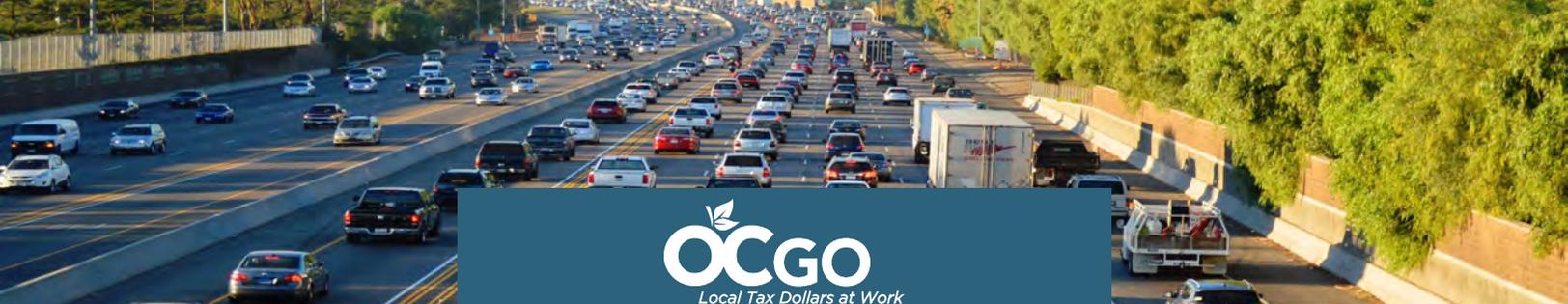
					
Conceptual	Environmental	Design, Advertise, & Award	Design-Build	Construction	Complete

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
<b>A</b>	I-5, SR-55 to SR-57	[Green]		[Orange]												
<b>B</b>	I-5, I-405 to Yale Avenue	[Green]				[Blue]		[Orange]								
<b>B</b>	I-5, Yale Avenue to SR-55	[Green]				[Blue]		[Orange]								
<b>C,D</b>	I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange	[Orange]														
<b>C</b>	I-5, Avenida Vista Hermosa to Pacific Coast Highway	[Orange]														
<b>C</b>	I-5, Pacific Coast Highway to San Juan Creek Road	[Orange]														
<b>C,D</b>	I-5, SR-73 to Oso Parkway/Avery Parkway Interchange	[Blue]		[Orange]												
<b>C,D</b>	I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange	[Blue]		[Orange]												
<b>C</b>	I-5, Alicia Parkway to El Toro Road	[Blue]			[Orange]											
<b>D</b>	I-5, El Toro Interchange (Further Schedule TBD)	[Green]														
<b>D</b>	I-5, Ortega Interchange <sup>2</sup>	Completed in 2016														
<b>E</b>	SR-22, Access Improvements <sup>2</sup>	Completed in 2008														
<b>F</b>	SR-55, I-405 to I-5	[Green]	[Blue]				[Orange]									
<b>F</b>	SR-55, I-5 to SR-91	[Green]				[Blue]		[Orange]								
<b>G</b>	SR-57, Orangewood Avenue to Katella Avenue	[Green]					[Blue]		[Orange]							
<b>G</b>	SR-57 NB, Katella Avenue to Lincoln Avenue <sup>2</sup>	Completed in 2015														
<b>G</b>	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard <sup>2</sup>	Completed in 2014														
<b>G</b>	SR-57 NB, Yorba Linda Boulevard to Lambert Road <sup>2</sup>	Completed in 2014														
<b>G</b>	SR-57 NB, Lambert Road to Tonner Canyon Road (Further Schedule TBD)						[Green]									
<b>H</b>	SR-91 WB, I-5 to SR-57 <sup>2</sup>	Completed in 2016														
<b>I</b>	SR-91 WB, SR-55 to Tustin Avenue Interchange <sup>2</sup>	Completed in 2016														
<b>I</b>	SR-91, SR-55 to Lakeview Avenue	[Green]			[Blue]				[Orange]							
<b>I</b>	SR-91, La Palma to SR-55	[Green]			[Blue]				[Orange]							
<b>I</b>	SR-91, Acacia Street to La Palma	[Green]			[Blue]				[Orange]							

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

<sup>1</sup> Projects managed by local agencies

<sup>2</sup> For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#/schedule>



## MEASURE M2 PROJECT SCHEDULES

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
J	SR-91, SR-55 to SR-241 <sup>2</sup>	Completed in 2013														
J	SR-91 EB, SR-241 to SR-71 <sup>2</sup>	Completed in 2011														
J	SR-91, SR-241 to I-15 (TBD)															
K	I-405, SR-73 to I-605	[Hatched bar from 2017 to 2024]														
L	I-405, I-5 to SR-55 (Further Schedule TBD)	[Green bar from 2017 to 2019]														
M	I-605, Katella Avenue Interchange	[Green bar from 2017 to 2019], [Blue bar from 2020 to 2023], [Orange bar from 2024 to 2025]														
O	Kraemer Boulevard Grade Separation (Placentia) <sup>2</sup>	Completed in 2014														
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	[Orange bar from 2017 to 2018]														
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia) <sup>2</sup>	Completed in 2016														
O	Placentia Avenue Grade Separation (Placentia) <sup>2</sup>	Completed in 2014														
O	Raymond Avenue Grade Separation (Fullerton) <sup>1</sup>	[Orange bar from 2017 to 2019]														
O	State College Blvd Grade Separation (Fullerton) <sup>1</sup>	[Orange bar from 2017 to 2018]														
O	Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia) <sup>2</sup>	Completed in 2016														
R	Sand Canyon Grade Separation (Irvine) <sup>2</sup>	Completed in 2016														
R	Rail-Highway Grade Crossing Safety Enhancement <sup>2</sup>	Completed in 2011														
R	San Clemente Beach Trail Safety Enhancements <sup>2</sup>	Completed in 2014														
R	Anaheim Canyon Metrolink Station Improvements	[Green bar from 2017 to 2018], [Blue bar from 2019 to 2021], [Orange bar from 2022 to 2023]														
R	Fullerton Transportation Center Improvements	[Orange bar from 2017 to 2019]														
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	[Orange bar from 2017 to 2018]														
R	Orange Transportation Center Metrolink Parking Structure	[Blue bar from 2017 to 2018], [Orange bar from 2019 to 2020]														
R	Placentia Metrolink Station Improvements and Parking Structure	[Blue bar from 2017 to 2018], [Blue bar from 2021 to 2022], [Orange bar from 2023 to 2024]														
R	San Clemente Pier Station Lighting	[Orange bar from 2017 to 2018]														
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project	[Blue bar from 2017 to 2019], [Orange bar from 2020 to 2021]														
R	Tustin Metrolink Station Parking Structure <sup>2</sup>	Completed in 2011														
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC) <sup>1,2</sup>	Completed in 2014														
S	OC Streetcar	[Blue bar from 2017 to 2018], [Orange bar from 2019 to 2023]														

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

<sup>1</sup> Projects managed by local agencies

<sup>2</sup> For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



## MEASURE M2 PROGRESS REPORT

### M2 DELIVERY RISK UPDATE ▼

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

Delivery Risk	Explanation	Proposed Action
<b>Financial</b>		
1	The 2020 M2 revenue forecast is \$11.6 billion, a \$1.8 billion (13 percent) decrease from the 2019 M2 revenue forecast due to the coronavirus (COVID-19) pandemic. If sales tax revenue projections continue to be lower, this will further challenge delivery.	COVID-19 added risk to the M2 program sales tax revenue. The latest \$11.6 billion revenue forecast represents the lowest forecast since M2 inception.
		The 2020 Next 10 Plan confirmed that despite the \$11.6 billion forecast, M2 remains deliverable as promised to voters. OCTA continues to work with the entities that prepare sales tax forecasts to update M2 with the latest revenue estimates. The next update is anticipated in the fall of 2021 and will be incorporated into the annual Next 10 Plan review, which will determine whether any adjustments need to be made.
2	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.
		OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.
3	Schedule and scope changes on critical capital projects impacting delivery and project costs.	Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs.
		OCTA will work closely with Caltrans and project contractors to limit the changes in scope and schedules.
4	Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue.	The operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with Burlington Northern Santa Fe (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue have been greatly impacted in Orange County.
		In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink received \$64.6 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act funding, and \$22.7 million in American Rescue Plan Act funding, which alleviated some concerns in the short term. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized while continuing to seek external revenue.



## MEASURE M2 PROGRESS REPORT

	Delivery Risk	Explanation	Proposed Action
5	Potential for an increasing cost environment as M2 capital projects are readied for construction.	The spring update of the Next 10 Plan Market and Conditions Forecast and Risk Analysis reflects a low-cost environment in 2021, a minimal rise in inflation in 2022, and a return to a normal inflationary increase in 2023. The economic impacts from COVID-19 may cause this to change during the Next 10 Plan delivery years.	The Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. From mid-2020 to early 2021, highway project construction bids in the region continued to reflect a favorable market with a high number of bidders and competitive bids priced below the engineer's estimate. However, recent steel and lumber product material pricing has increased significantly due to demand, production capacity, and supply chain issues. OCTA will continue to monitor bid results and market conditions affecting project costs.
<b>Resource</b>			
6	Substantial work underway in the region has resulted in a significant demand for professional and skilled labor which can impact delivery given the volume of the M2 capital program.	The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor the impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. Staff is working with Caltrans to ensure resource needs are met.
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a successful track record in operating various transportation systems including both a fixed and demand-based bus network.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in the operations of rail systems was selected to handle the startup and revenue operation phases. In September 2020, OCTA initiated a project to review the organizational structure of the Operations Division.
<b>Regulatory</b>			
8	Changing federal and statewide directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling, walking, and use of zero-emission vehicles. These requirements will affect the environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.



## MEASURE M2 PROGRESS REPORT

### Next 10 Delivery Plan ▼

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

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

On April 12, 2021, the Board adopted the 2020 updated Next 10 Plan. The update incorporated the \$11.6 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2020 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

### Next 10 Plan Deliverables

The Next 10 Plan deliverables were reviewed and updated to reflect the new timeframe shift. Significant progress continues with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

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

The M2 Freeway Program is made up of 30 projects or project segments. Deliverable 1 includes 14 project to be delivered through construction by FY 2029-30. These projects would bring the total number of complete projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. On January 6, 2021, the I-5 project between SR-55 and SR-57 was completed. The remaining 13 projects included in Deliverable 1 are in or nearing design and construction. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.

#### Upcoming activities:

- SR-55, I-5 to SR-91 - Release request for proposals (RFP) for design services
- SR-57 Northbound, Orangewood Avenue to Katella Avenue - Award design services contract

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

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2030, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated annually as part of the Next 10 Plan review. The next review of the Next 10 Plan is anticipated in fall 2021. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.



## MEASURE M2 PROGRESS REPORT

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

Since inception, OCTA has awarded approximately \$455.6 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls for projects (call). Additionally, approximately \$512.9 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 10, 2020, the Board authorized the 11<sup>th</sup> call, providing up to \$22 million for Project O and \$8 million for Project P to support local streets and roads improvement projects throughout Orange County. Applications were due on October 22, 2020. On May 10, 2021, the Board approved programming recommendations for 12 projects totaling \$28.7 million. For more details, see the project updates on [page 20](#).

#### Upcoming activities:

- Project O and P - Issue 12<sup>th</sup> call

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

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

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies two projects to be completed by 2030: Anaheim Canyon Metrolink Station Improvement Project (construction contract was awarded in March 2021) and Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF construction and maintenance agreement being in place). For more details, see the project updates on [page 26](#).

#### Upcoming activities:

- Placentia Metrolink Station - Advertise for construction



## MEASURE M2 PROGRESS REPORT

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

#### OC Streetcar

The 4.15 mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter included completion of the Fairview Road grade crossing, construction of the westbound track on Santa Ana Boulevard between Bristol Street and Raitt Street, and near completion of the Westminster and Santa Ana River Bridges. The first seven cars are in the final stages of equipping and the last car is in final assembly. Construction is anticipated to be completed in 2023. See [page 29](#) for more information.

#### Bristol Street Transit Corridor Study

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

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since 2011, approximately \$91.7 million<sup>1</sup> has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization program stabilizes fares for seniors and persons with disabilities by discounting the cost of riding transit. See [page 31](#) for more information.

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

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

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



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As of June 30, 2021, 12 projects are active, nine have been cancelled (primarily due to low ridership), 11 are suspended (or not initiated) due to the COVID-19 pandemic, and three have been completed. The services that were suspended (or not initiated) as a result of the COVID-19 pandemic is anticipated to restart in summer 2021 or later. On January 25, 2021, the Board approved changes to the Project V program guidelines to better support these key community services as they are reinitiated post-COVID-19.

Staff continues to work with local agencies through letters of interest requests, workshops, Comprehensive Transportation Funding Program (CTFP) Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For additional details and information on current program performance and service, see [page 33](#).

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

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

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

The freeway Environmental Mitigation Program (EMP) includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To ensure the ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of June 30, 2021, the balance of the endowment was \$19,181,289. For more details, see the program updates on [page 34](#).



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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has approved \$27 million in funding for 189 Tier 1 projects through ten calls and \$27.9 million for 22 Tier 2 projects through two calls.

The 11<sup>th</sup> Tier 1 call was released on February 8, 2021, in the amount of \$2.8 million. Applications were due on May 6, 2021, with programming recommendations anticipated to be presented to the Board in August 2021. Staff will continue to analyze revenues for future calls and is currently assessing the timing of a future Tier 2 call.

For more details, see the project updates on [page 34](#).

### Upcoming activities:

- Project X – Programming recommendation for the 11<sup>th</sup> Tier 1 call

## FREWAYS

### INTERSTATE 5 (I-5) PROJECTS ▾

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

**Status:** PROJECT COMPLETE

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



PROJECT A

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

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

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

**Status:** Environmental Phase Complete; Design Contract Awarded

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

PROJECT B

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

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

**Status:** Design Phase Underway

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

**Summary:** This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The Board approved the release of the RFP for the preparation of PS&E on June 22, 2020, and awarded the contract on November 9, 2020. The design of this project was initiated on May 6, 2021. This quarter, the design consultant worked on obtaining permits, surveying the existing facilities, submitting drafts of the program management plan and quality management plan, as well as obtaining approval for design enhancements that could reduce overall project costs while improving traffic operations.



## FREEWAYS

### PROJECT C AND PART OF PROJECT D

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

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

**Status: PROJECT COMPLETE**

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



**Summary:** This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019.

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

**Status: PROJECT COMPLETE**

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



**Summary:** This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018.

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

**Status: PROJECT COMPLETE**

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



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



## FREWAYS

**I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. With a cost estimate of \$557.11 million, the project was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop. A CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$612.6 million. The OCTA cost estimate for the three segments is currently \$577.1 million.**

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

**Status:** Construction Underway - 40 Percent Complete

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

**Summary:** This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between SR-73 and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and the first working day was March 10, 2020. This quarter, the contractor completed pile driving, abutments, columns, and precast beams for the easterly section of the new Avery Parkway bridge. The contractor continued work on several retaining walls in both directions, temporary ramp metering, and fiber optic installation. In addition, Caltrans and OCTA have continued coordinating utility work with San Diego Gas and Electric.

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

**Status:** Construction Underway - 50 Percent Complete

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

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

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

**Status:** Construction Underway - 11 Percent Complete

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

**Summary:** This project will add a general purpose lane (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, and Lake Forest. The construction contract was awarded on September 23, 2020, and the first working day was January 4, 2021. This quarter, the contractor began work on foundations for retaining walls and completed preparation work at Aliso Creek for pile installation of the retaining

## FREWAYS

walls north and south of the Creek for future freeway widening. Staff also continued coordination with Southern California Edison (SCE) for the relocation of their existing facilities and with Caltrans on right-of-way (ROW) and utility relocations.

### PROJECT D

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

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

**Status:** PROJECT COMPLETE

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



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

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

**Status:** Environmental Phase In Review

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

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



## FREWAYS

### STATE ROUTE 22 (SR-22) PROJECTS ▾

#### PROJECT E

**Segment:** SR-22 Access Improvements

**Status:** PROJECT COMPLETE

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



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

### STATE ROUTE 55 (SR-55) PROJECTS ▾

#### PROJECT F

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

**Status:** Design Phase Underway - 99 Percent Complete

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

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

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

**Status:** Environmental Phase Complete; Design RFP to be Released in Mid to Late 2021

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

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



# FREWAYS

## STATE ROUTE 57 (SR-57) PROJECTS ▾

PROJECT G

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

**Status:** Environmental Phase Complete; Design Proposals Under Review

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

**Summary:** This project studied the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The northbound general purpose lane would join the northbound general purpose lane between Katella Avenue and Lambert Road, which was opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. On March 8, 2021, the Board approved the final design cooperative agreement with Caltrans and released the RFP for the preparation of PS&E. During the quarter, staff reviewed the proposals received by the April 5, 2021 due date. Consultant selection recommendation is anticipated to be presented to the Board in July 2021 to initiate final design in early 2022.

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project increased capacity by adding a new general purpose lane (approximately 2.8 miles), and improved on- and off-ramps and soundwall improvements on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and opened to traffic on November 19, 2014. The project was officially completed on April 21, 2015.

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project increased capacity by adding a northbound general purpose lane (approximately 2.5 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and opened to traffic on April 28, 2014. The project was officially completed on November 6, 2014.



## FREEWAYS

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and opened to traffic on September 23, 2013. The project was officially completed on May 2, 2014.

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

**Status:** Schedule TBD

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

**Summary:** Caltrans previously completed a Project Study Report/Project Development Support document to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be completed at the end of 2021. Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (STIP) funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



# FREEWAYS

## STATE ROUTE 91 (SR-91) PROJECTS ▾

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

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

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

**Status:** Design Phase Underway; 65 Percent Roadway Design Submitted

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

**Summary:** This project will provide westbound operational improvements (approximately 1.5 miles) which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This quarter, the design team submitted the 65 percent roadway design, continued work on the design of the structure and initiated the 95 percent roadway design.

## F R E E W A Y S

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

**Status:** Design Phase Underway; 35 Percent Roadway Design Submitted

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

**Summary:** This project will provide an additional eastbound general purpose lane (approximately 2.8 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges. The design of this project was initiated on June 17, 2020. This quarter, the design team submitted the 35 percent roadway design, and continued work on utility coordination and obtaining the environmental permit for geotechnical borings.

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

**Status:** Design Phase Underway; 35 Percent Design Underway

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

**Summary:** This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team obtained concurrence on geometric concepts that provide additional operational improvements and worked on geometric design.

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

**Status:** PROJECT COMPLETE

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



PROJECT J

**Summary:** This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.



## FREEWAYS

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and opened to traffic on December 2, 2010. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

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

**Status:** Riverside County Transportation Center's (RCTC) Design-Build - Initial Phase Complete on March 20, 2017; Alternatives Analysis Underway

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

**Summary:** This project plans to add a general purpose lane (approximately ten miles) on SR- 91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and to capitalize on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of OCTA's OC Go Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Corridor Operation Project, which began construction in late 2020 and is anticipated to be completed in late 2021. In addition, OCTA and RCTC is conducting a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The consultant conducted a value analysis workshop where various stakeholders provided feedback on conceptual alternatives. A final alternatives analysis report is anticipated to be completed by September 2021.



## FREEWAYS

### INTERSTATE 405 (I-405) PROJECTS ▾

#### PROJECT K

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

**Status:** Design-Build Underway - 62% Complete

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

**Summary:** OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane and a second HOV lane (approximately 16 miles) in both directions 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 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster.<sup>2</sup> The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

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

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

**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 a general purpose lane (approximately 8.5 miles) in both directions along I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in each direction. The final ED and PR were approved on August 31, 2018. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



## FREEWAYS

### INTERSTATE 605 (I-605) PROJECTS ▼

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

**Status:** Design Phase Underway; 35 Percent Design Submitted

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

PROJECT M

**Summary:** This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos in unincorporated Orange County. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team worked on obtaining permits, completing surveys, collecting existing information, creating a utility management matrix, and further developing a geometric design.

### FREEWAY SERVICE PATROL ▼

**Status:** Service Ongoing

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

PROJECT N

**Summary:** Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 15,996 services<sup>4</sup>. Since June 2012, FSP has provided a total of 611,837<sup>3</sup> services on the Orange County freeway system.

<sup>3</sup> Service calculations are based on all services provided as FSP is funded by M2 and external sources.



## STREETS AND ROADS

### REGIONAL CAPACITY PROGRAM ▼

**Status:** Programming Recommendations for the 11<sup>th</sup> Call Approved

PROJECT O

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

**Summary:** This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 11 calls, the Board has awarded 164 projects totaling more than \$339 million including \$24 million in external funding. This includes the May 10, 2021, Board approval of funding recommendations for nine projects totaling \$20.2 million. The 12<sup>th</sup> call is anticipated to be released in August 2021.

### OC Bridges Railroad Program

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

**Segment:** Kraemer Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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



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

**Segment:** Lakeview Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



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



## STREETS AND ROADS

**Segment:** Orangethorpe Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



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

**Segment:** Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



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

**Segment:** Raymond Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



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

## STREETS AND ROADS

**Segment:** State College Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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



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

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

**Status:** PROJECT COMPLETE

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



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



## STREETS AND ROADS

### REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

**Status:** Programming Recommendations for the 11<sup>th</sup> Call Approved

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 over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delays.

To date, OCTA and local agencies have synchronized more than 3,000 intersections over more than 799 miles of streets (91 completed projects). Through 11 calls, 104 projects totaling more than \$115.8 million have been awarded. Overall, OCTA has funded 123 projects totaling more than \$140.8 million, including \$25.5 million in leveraged external funding. This includes the May 10, 2021, Board approval of funding recommendations for three projects totaling \$8.5 million. The 12<sup>th</sup> call is anticipated to be released in August 2021.

### LOCAL FAIR SHARE ▼

**Status:** Ongoing

PROJECT Q

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

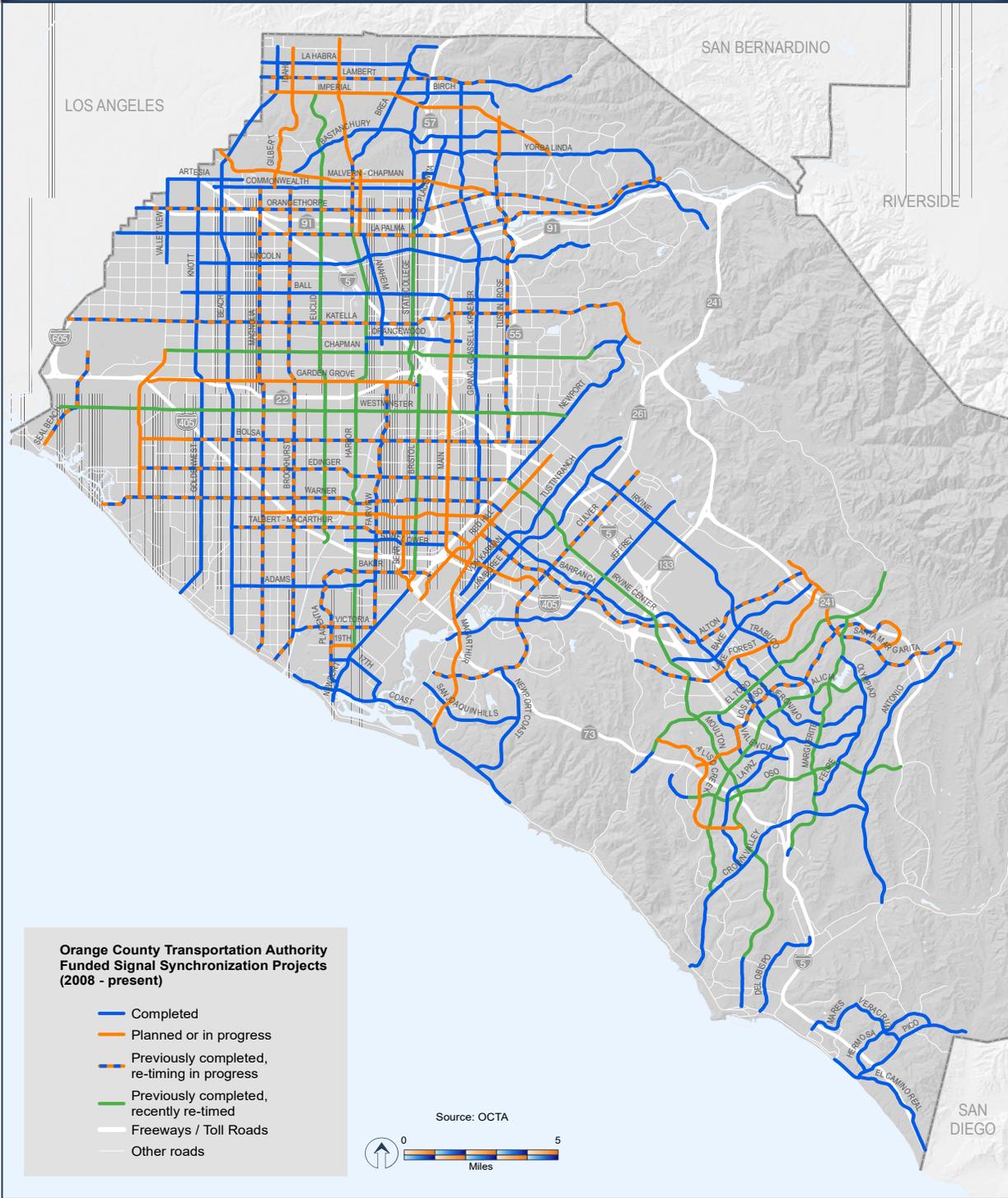
**Summary:** To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated to local agencies by formula. Since 2011, approximately \$512.9 million in LFS payments have been provided to local agencies as of June 30, 2021.

See [pages 51-52](#) for funding allocation by local agency.



# STREETS AND ROADS

Orange County Transportation Authority-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 provide additional Metrolink service north of the City of Fullerton to the Los Angeles County line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high-volume arterial streets, which cross Metrolink tracks.

**Project:** Metrolink Grade Crossing Improvements

**Status:** PROJECT COMPLETE

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



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

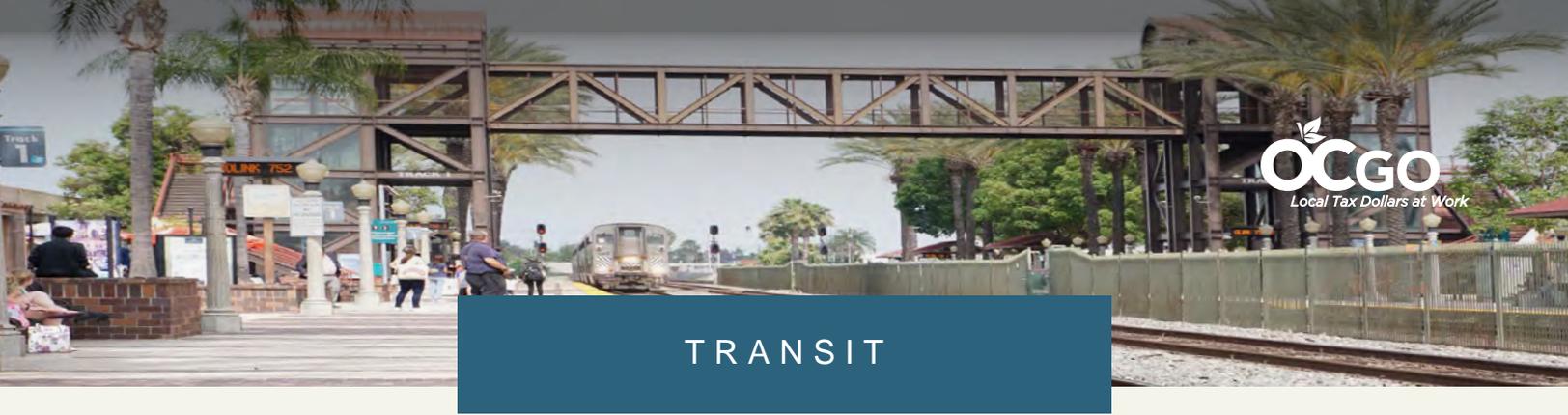
**Project:** Metrolink Service Expansion Program

**Status:** Service Ongoing

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

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

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



# TRANSIT

## Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 53-57](#).



**Segment:** Anaheim Canyon Metrolink Station Improvements

**Status:** Construction Underway

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

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

**Segment:** Fullerton Transportation Center Improvements

**Status:** PROJECT COMPLETE

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



**Summary:** Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and was completed on September 20, 2017.

## TRANSIT

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project includes a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and was completed on February 15, 2019.

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

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

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

**Summary:** This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. Final design was completed on July 22, 2017. The project will be ready to advertise once a C&M agreement with BNSF is in place. Due to dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

**Segment:** San Clemente Pier Station Lighting

**Status:** PROJECT COMPLETE

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



**Summary:** This OCTA-led project added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. This project was completed on March 17, 2017, and project closeout was completed in the same month.





# TRANSIT

## Additional Rail Corridor Improvements

### Completed:

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

### Underway:

- Replacement of stairs at the Fullerton Transportation Center
- Implementation of video surveillance systems
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek

### Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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



**Summary:** This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and opened to traffic on July 14, 2014. The project was completed and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.

### Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



**Summary:** This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. Construction on the parking structure began on October 27, 2010, and opened to the public on September 22, 2011.



## TRANSIT

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

**Status:** PROJECT COMPLETE

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



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

### TRANSIT EXTENSIONS TO METROLINK ▼

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program that allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed guideway program (streetcar) and a rubber tire transit program.

**Project:** OC Streetcar

PROJECT S

**Status:** FFGA Executed November 30, 2018; Construction and Utility Relocation Work Ongoing, Vehicle Production Underway, Limited Operations and Maintenance (O&M) Contract Executed

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

**Summary:** The OC Streetcar will serve the SARTC through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project. Construction on the project began on November 19, 2018.

In the Pacific Electric ROW, the contractor continued installation of the overhead pole foundations, duct banks, and foundation and block for three soundwalls. The Fairview Road grade crossing was completed with the installation of rail and crossing panels, while preparations began for the Fifth Street crossing. Construction of the Westminster Bridge and Santa Ana River Bridge is substantially complete, and work is underway to prepare for rail installation on both bridges.

Construction of the westbound track on Santa Ana Boulevard between Bristol Street and Raitt Street is complete and construction of the eastbound track is underway. On Santa Ana Boulevard between French Street and Parton Street, the contractor encountered utility conflicts during excavation for track construction, which was addressed by employing a re-designed track slab to avoid the utilities, reducing the overall depth of excavation and allowing construction to advance. In addition, the Maintenance and Storage Facility yard utilities and car wash building slab have been completed. Other significant construction activities in the quarter include reconstruction of impacted sidewalks and curb ramps and inspection of special track work at the fabrication site.



# TRANSIT

All eight S700 vehicles are in various stages of production. Currently, the first seven cars are in the final stages of equipping with the installation of the remaining vehicle components. The eighth car is in final assembly and is anticipated to begin static and dynamic testing in the next quarter. Static testing is conducted when the vehicle is stationary inside the facility to verify the functionality of components in a controlled environment. Dynamic testing is performed on the test track while the vehicle is in motion. Dynamic testing allows the vehicle manufacturer to observe the functional behavior of the vehicle, monitor system functionality, performance in vehicle operation, and verify response time. This testing process usually takes approximately two months to verify component and system functionality. During the quarter, a first article inspection was conducted to observe the Computer Aided Dispatch/Automated Vehicle Location systems in a simulated environment at the manufacturer’s facility.

Ongoing coordination with the vehicle manufacturer on the design features and first article inspections of multiple vehicle components, as well as extended testing efforts for the vehicle door, energy absorbing bumper, and emergency battery drive, has impacted the anticipated dates for delivery of the S700 vehicles. Staff is in negotiations with the contractor on an updated master program schedule, including options for vehicle storage to align with the availability of the project infrastructure that is needed to accept and test the vehicles. Staff is anticipated to go to the Board later this year with a potential contract amendment as a result of these discussions.

In May 2021, a limited Notice to Proceed (NTP) was issued for the O&M consultant. The general manager has been coordinating with staff on several processes which will be performed by the O&M consultant during system integration testing, pre-revenue operations, and revenue operations. The full NTP is pending discussions related to the revised revenue service date with FTA and OCTA that will occur later this year. Due to the dependency on the FTA risk analysis, this project is marked as a cost/schedule risk in the CAP.

- Project:** Bus and Station Van Extension Projects
- Status:** Last Service Completed on June 30, 2020; No Future Calls Anticipated
- Contact:** Joseph Alcock, Planning • (714) 560-5372

**Summary:** Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has canceled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020 under Project S. As of July 1, 2020, this service has continued under a new Project V grant through June 30, 2027, and is subject to meeting Project V performance requirements.



TRANSIT

**METROLINK GATEWAYS** ▼

**PROJECT T**

**Project:** Anaheim Regional Transportation Intermodal Center

**Status:** PROJECT COMPLETE

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



**Summary:** This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multi-modal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bikes, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.

**EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES** ▼

**PROJECT U**

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$91.7 million<sup>4</sup> in Project U funding has been provided under M2.

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

**Project:** Senior Mobility Program

**Status:** Ongoing

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

**Summary:** The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county’s senior population, by the residents age 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, more than \$26.5 million<sup>5</sup> and 2,498,500 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, approximately \$992,000 was paid out to 30 of the 32 participating cities that are currently active. The remaining two cities have temporarily suspended services due to the COVID-19 pandemic.

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



## TRANSIT

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

**Status:** Ongoing

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

**Summary:** This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, approximately \$28.6 million has been allocated to support 1.38 million SNEMT boardings<sup>6</sup>. This quarter, more than \$1 million in SNEMT funding was paid to the County of Orange.

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

**Project:** Fare Stabilization Program

**Status:** Ongoing

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

**Summary:** Between years 2011 to 2015, one percent of net M2 revenues were dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance, adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Approximately \$1.56 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 1.9 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$548,000 was utilized. In early April 2020, in response to the COVID-19 pandemic, OCTA temporarily implemented rear-door boarding for passengers in an additional effort to reinforce social distancing and help ensure the health of coach operators and the public. In the latter half of September 2020, OCTA returned to front-door boarding on fixed-route services after installing protective shields. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$36 million has been allocated and 123 million program-related boardings have been provided.



## COMMUNITY BASED TRANSIT/CIRCULATORS ▼

**Status:** Service Updates

PROJECT V

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

**Summary:** This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, that complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, 12 are currently active, nine have been cancelled (primarily due to low ridership), 11 are currently suspended (or not initiated) due to COVID-19, and three have been completed. The services that were suspended (or not initiated) as a result of COVID-19 are anticipated to restart in summer 2021 or later.

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

## SAFE TRANSIT STOPS ▼

**Status:** City-Initiated Improvements Underway or Completed

PROJECT W

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

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

On July 14, 2014, the Board approved the first round of funding in the amount of \$1,205,666 to support 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed the development of its eight proposed stop improvements. In addition, the OCTA-initiated improvements were funded through another grant source. As a result, the Board approved to deallocate and return the funds to the program to support future calls. The 43 stop improvements funded through the first call are now complete.

On October 22, 2018, the Board authorized a second Project W call, providing up to \$3 million (in total) to eligible agencies. Eligible agencies were able to receive between \$20,000 to \$35,000 (per identified bus stop based on ridership). On June 24, 2019, funding recommendations were approved by the Board providing just under \$1 million to support improvements at 36 locations.

On April 13, 2020, the Board directed staff to return with additional programming recommendations for Project W. On September 14, 2020, funding recommendations were approved by the Board providing \$1.03 million to support improvements at 35 locations.

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

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been ten rounds of funding under the Tier 1 grants program. A total of 189 projects, amounting to more than \$27 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. On February 9, 2021, the Board approved the release of the eleventh Tier 1 call. Applications were due on May 6, 2021, and funding recommendations are anticipated to be presented to the Board in August 2021. Staff will evaluate M2 revenues on a regular basis and prior to each call to ensure adequate funding availability. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

Staff estimates that over 33 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 78 football fields with one foot deep of trash. 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.

### FREEWAY MITIGATION ▼

**Project:** Environmental Mitigation Program

**Status:** Biological Permits Issued and Conservation Plan in Place

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

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

## ENVIRONMENTAL

and wildlife on OCTA's Preserves, allowing streamlined project approvals for the M2 freeway improvement projects with little additional coordination from the Wildlife Agencies. This program represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

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

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, three restoration projects have been completed and have been approved by the Wildlife Agencies. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

Three restoration projects were affected by the 2020 Silverado and Bond fires. The fire damage will result in an extension of the project timeline(s) in order to meet the restoration needs. It is estimated that these projects will take an additional three to four years to perform additional monitoring, weeding and plant seeding. OCTA will continue to coordinate with the Irvine Ranch Conservancy and the Wildlife Agencies to implement and monitor the restoration efforts. Status updates are included in the OCTA Conservation Plan annual reports and will be shared with the Board, Environmental Oversight Committee (EOC), and the public.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. A review of the Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. OCTA is anticipated to make its sixth endowment deposit in July 2021. Quarterly investment reports are provided to the Board, with the most recent one in September 2021. As of June 30, 2021, the endowment balance was \$19,181,289. The next report is anticipated to be presented to the Board in December 2021.

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



## ENVIRONMENTAL

In coordination with the local fire authority, staff has been working with a consultant to draft fire management plans (FMPs) for the seven Preserves. The FMPs will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These FMPs are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The first FMP (Silverado Chaparral Preserve) has been approved by the Orange County Fire Authority. OCTA is coordinating with the Wildlife Agencies to obtain their approval. The remaining FMPs were anticipated to be completed in 2020. However, due to coordination delays with SCE regarding easement confirmation, they are anticipated to be finalized in late 2021. Once completed, these FMPs will be publicly available on the OCTA EMP website.

Conservation Plan annual reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2020 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives on time. The next annual report is anticipated to be provided to the Board in late 2021. The annual reports are available for public review at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

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

OCTA provides docent-led hikes and equestrian rides in the Preserves. OCTA is anticipated to release the wilderness Preserve hiking and equestrian riding tour calendar for the remainder of 2021 in August with docent-led hike and equestrian ride events anticipated to resume in September 2021. Staff will continue to monitor the impacts of COVID-19 and potential health agency guidance on public gatherings. The schedule will also be available on the M2 website at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

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





# PROGRAM MANAGEMENT

## PROGRAM MANAGEMENT OFFICE ▼

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

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

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### Market Conditions Forecast and Risk Analysis

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

The Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

During the quarter, the contract for the consultant team was executed to continue monitoring efforts. An updated market conditions forecast is anticipated to be presented to the Board in the fall of 2021.

### Next 10 Delivery Plan

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

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On October 26, 2020, the 2020 M2 sales tax revenue forecast of \$11.6 billion was presented to the Board. This year-over-year decline of \$1.8 billion is attributed to the economic impacts of the COVID-19 pandemic and represents the lowest forecast since M2 inception. On December 14, 2020, the Board directed staff to pursue a financially prudent course of action with a proactive stance on project delivery. Given the fluidity of current events, the Board directed staff to review FY 2020-21 second-quarter sales tax revenue actuals to provide an additional financial data point before updating the Next 10 Plan.



## PROGRAM MANAGEMENT

On March 8, 2021, staff provided an update to the Board on sales tax collections through December 2020. The sales tax receipts did not materially impact the short- or long-term sales tax forecasts and reconfirmed the October 2020 forecast of \$11.6 billion. To address the lower revenue forecast, staff prepared a 2020 updated Next 10 Plan.

Despite the lower forecast, prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA's commitment to the voters in Orange County. The 2020 updated Next 10 Plan was approved by the Board on April 12, 2021. The next review of the Next 10 Plan is anticipated in fall 2021.

### M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. The fifth assessment will cover the period between July 1, 2018 and June 30, 2021. This quarter, a consultant was selected and contract was executed to initiate efforts by July 1, 2021.

### M2 Ordinance Tracking Matrix

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

### PMO M2 Tracking Tools

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

#### Local Jurisdiction Fact Sheets

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



## PROGRAM MANAGEMENT

with funding (M2 and other) and transportation improvements. During the quarter, the city fact sheets through December 2020 were completed. The update incorporated the March 2020 semi-annual review (SAR) of CTFP projects, the 2020 Project W Safe Transit Stops projects, the 2020 Tier 1 ECP projects, the September 2020 SAR of CTFP projects and programming updates.

### Engineer’s Estimate versus Bids Tracking

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

More recent market conditions analyses have indicated that OCTA could potentially experience a low inflationary cost environment for the remainder of 2021. Highway project construction bids in the region have continued to reflect a favorable market with a high number of bidders and competitive bids priced below the engineer’s estimates. However, recent steel and lumber product material pricing has increased significantly due to demand, production capacity, and supply chain issues.

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 a downtick in the market. Staff will continue to track the construction market and update the spreadsheet as appropriate.

### **M2 Administrative Safeguards**

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$11.6 billion or 52 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.

## PROGRAM MANAGEMENT

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 June 30, 2021, the principal and accrued interest balances have been paid off.

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

### Taxpayer Oversight Committee

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

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
  - Congestion Management Program
  - Mitigation Fee Program
  - Expenditure Report
  - Local Traffic Signal Synchronization Plan
  - Pavement Management Plan
- Review yearly audits and hold an annual Public Hearing to determine whether OCTA is proceeding in accordance with the Plan
- The Chair shall annually certify whether M2 funds have been spent in compliance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of the Authority in carrying out the purposes of the Ordinance

On March 12, 2020, and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20, authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a meeting on April 13, 2021 and June 8, 2021, via teleconference.



## PROGRAM MANAGEMENT

At the April 13, 2021 meeting, the TOC unanimously voted to affirm that the TOC received and reviewed the FY 2019-20 M2 Expenditure Reports of all 35 Orange County local jurisdictions. In addition, the committee received presentations on the OC Streetcar, Next 10 Plan, I-5, SR-73 to El Toro Road project, and the M2 Quarterly Progress Report for the period October to December 2020 and received updates on the proposed amendment to the M2 Ordinance, Sales Tax Revenue, the I-405 Improvement Project, Ordinance Compliance Matrix, the M2 Performance Assessment, and the annual M2 public hearing.

The TOC held its annual M2 public hearing on June 8, 2021, and determined unanimously that OCTA is proceeding in accordance with the M2 Ordinance for the 30<sup>th</sup> consecutive year. In addition, the TOC received and filed the M2 Quarterly Revenue and Expenditure Reports through March 2021, received presentations on the SR-55, I-405 to I-5 improvement project and the M2 Quarterly Progress Report for the period January 2021 to March 2021, selected a new Co-Chair, and received updates on programming recommendations for the 2021 CTFP call, the amendment to the M2 Ordinance, and the I-405 Improvement Project.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, 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 as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

## M2 FINANCING AND SCHEDULE OF FUNDING ▼

**Contact:** Sam Kaur, Revenue and Grants • (714) 560-5889

### Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years.

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



## PROGRAM MANAGEMENT

### Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. OCTA received final sales tax receipts for FY 2019-20 in September 2020 and prepared the final 2020 M2 sales tax forecast update that was presented to the Board in October 2020. As a result, the most current revised total nominal sales tax collections over the life of M2 is estimated to be approximately \$11.6 billion, which represents a year-over-year decline of \$1.8 billion in forecasted sales tax when compared to last year's forecast.

Furthermore, the COVID-19 pandemic was projected to continue into FY 2020-21 and as a result, the assumed budget rate is negative 6.6 percent. Based on the latest sales tax forecast information provided by MuniServices, LLC to date, the actual growth rate is expected to be 3.9 percent, an improvement when compared to the budget rate. The next updated forecast is anticipated to be brought to the Board in the fall of 2021.

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

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## FINANCING

### Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2021 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended June 30, 2021	Year to Date June 30, 2021 (A)	Period from Inception to June 30, 2021 (B)
<b>Revenues:</b>			
Sales taxes	\$ 109,571	\$ 345,345	\$ 3,077,036
Other agencies' share of Measure M2 costs:			
Project related	39,348	66,551	794,392
Non-project related	-	-	453
Interest:			
Operating:			
Project related	1,282	3,956	6,116
Non-project related	(6,695)	4,364	88,883
Bond proceeds	2,188	9,868	83,644
Debt service	1	3	1,064
Commercial paper	-	-	395
Right-of-way leases	37	268	1,413
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	19	20	331
Non-project related	-	-	101
Total revenues	<u>145,751</u>	<u>430,375</u>	<u>4,068,100</u>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	694	2,786	32,361
Professional services:			
Project related	17,819	34,462	445,812
Non-project related	1,299	3,606	34,280
Administration costs:			
Project related	2,622	10,493	94,002
Non-project related:			
Salaries and Benefits	750	2,999	30,905
Other	1,532	6,129	53,949
Other:			
Project related	238	369	5,548
Non-project related	36	166	5,184
Payments to local agencies:			
Project related	39,248	97,438	1,136,714
Capital outlay:			
Project related	148,894	320,012	1,607,053
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	8,065	67,095
Interest on long-term debt and commercial paper	-	35,776	250,005
Total expenditures	<u>213,132</u>	<u>522,301</u>	<u>3,762,939</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(67,381)</u>	<u>(91,926)</u>	<u>305,161</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(12,267)	(57,436)	(318,620)
Transfers in:			
Project related	12,930	16,258	189,901
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>663</u>	<u>(41,178)</u>	<u>630,844</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (66,718)</u>	<u>\$ (133,104)</u>	<u>\$ 936,005</u>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of June 30, 2021 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended June 30, 2021 (actual)	Year to Date June 30, 2021 (actual)	Period from Inception through June 30, 2021 (actual)	Period from July 1, 2021 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
<b>Revenues:</b>					
Sales taxes	\$ 109,571	\$ 345,345	\$ 3,077,036	\$ 8,573,521	\$ 11,650,557
Operating interest	(6,695)	4,364	88,883	177,323	266,206
Subtotal	<u>102,876</u>	<u>349,709</u>	<u>3,165,919</u>	<u>8,750,844</u>	<u>11,916,763</u>
Other agencies share of M2 costs	1	-	453	-	453
Miscellaneous	-	-	101	-	101
Total revenues	<u>102,877</u>	<u>349,709</u>	<u>3,166,473</u>	<u>8,750,844</u>	<u>11,917,317</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	694	2,786	32,361	91,321	123,682
Professional services	1,299	3,606	30,505	84,370	114,875
Administration costs:					
Salaries and Benefits	750	2,999	30,905	88,429	119,334
Other	1,532	6,129	53,949	150,734	204,683
Other	36	166	2,164	6,151	8,315
Capital outlay	-	-	31	-	31
Environmental cleanup	1,087	1,498	46,020	171,443	217,463
Total expenditures	<u>5,398</u>	<u>17,184</u>	<u>195,935</u>	<u>592,448</u>	<u>788,383</u>
<b>Net revenues</b>	<u>\$ 97,479</u>	<u>\$ 332,525</u>	<u>\$ 2,970,538</u>	<u>\$ 8,158,396</u>	<u>\$ 11,128,934</u>
		(C.2)	(D.2)	(E.2)	(F.2)
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ 572,988	\$ 1,377,613
Interest revenue from bond proceeds	2,188	9,868	83,644	86,520	170,164
Interest revenue from debt service funds	1	3	1,063	5,223	6,286
Interest revenue from commercial paper	-	-	395	-	395
Total bond revenues	<u>2,189</u>	<u>9,871</u>	<u>889,727</u>	<u>664,731</u>	<u>1,554,458</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,775	2,005	5,780
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	8,065	67,095	1,236,323	1,303,418
Bond debt and other interest expense	1	35,776	250,005	622,570	872,575
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>1</u>	<u>43,841</u>	<u>368,957</u>	<u>1,860,898</u>	<u>2,229,855</u>
<b>Net bond revenues (debt service)</b>	<u>\$ 2,188</u>	<u>\$ (33,970)</u>	<u>\$ 520,770</u>	<u>\$ (1,196,167)</u>	<u>\$ (675,397)</u>

## FINANCING

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

Project	Description	Net Revenues through June 30, 2021	Total Net Revenues
	(G) (\$ in thousands)	(H)	(I)
<b>Freeways (43% of Net Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 117,084	\$ 438,648
B	I-5 Santa Ana/SR-55 to El Toro	74,784	280,175
C	I-5 San Diego/South of El Toro	156,195	585,176
D	I-5 Santa Ana/San Diego Interchange Upgrades	64,273	240,790
E	SR-22 Garden Grove Freeway Access Improvements	29,894	111,995
F	SR-55 Costa Mesa Freeway Improvements	91,176	341,586
G	SR-57 Orange Freeway Improvements	64,446	241,443
H	SR-91 Improvements from I-5 to SR-57	34,876	130,661
I	SR-91 Improvements from SR-57 to SR-55	103,756	388,717
J	SR-91 Improvements from SR-55 to County Line	87,738	328,706
K	I-405 Improvements between I-605 to SR-55	267,251	1,001,238
L	I-405 Improvements between SR-55 to I-5	79,642	298,374
M	I-605 Freeway Access Improvements	4,982	18,666
N	All Freeway Service Patrol	37,367	139,994
	Freeway Mitigation	63,867	239,272
	Subtotal Projects	1,277,331	4,785,441
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Freeways</b>	<b>\$ 1,277,331</b>	<b>\$ 4,785,441</b>
	%		
<b>Street and Roads Projects (32% of Net Revenues)</b>			
O	Regional Capacity Program	\$ 297,057	\$ 1,112,908
P	Regional Traffic Signal Synchronization Program	118,818	445,143
Q	Local Fair Share Program	534,697	2,003,208
	Subtotal Projects	950,572	3,561,259
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Street and Roads Projects</b>	<b>\$ 950,572</b>	<b>\$ 3,561,259</b>
	%		

# FINANCING

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

Expenditures through June 30, 2021 (J)	Reimbursements through June 30, 2021 (K)	Net M2 Cost (L)
\$ 10,821	\$ 7,502	\$ 3,319
11,084	8,259	2,825
224,803	52,383	172,420
2,636	527	2,109
5	-	5
47,376	28,283	19,093
51,541	12,432	39,109
35,013	824	34,189
32,264	30,758	1,506
15,859	14,359	1,500
1,000,634	151,615	849,019
9,198	6,954	2,244
2,860	24	2,836
6,079	-	6,079
57,116	6,951	50,165
1,507,289	320,871	1,186,418
62,850	-	62,850
<u>\$ 1,570,139</u>	<u>\$ 320,871</u>	<u>\$ 1,249,268</u> 45.8%
\$ 791,914	\$ 506,842	\$ 285,072
84,747	14,980	69,767
517,585	77	517,508
1,394,246	521,899	872,347
69,808	-	69,808
<u>\$ 1,464,054</u>	<u>\$ 521,899</u>	<u>\$ 942,155</u> 34.5%

# FINANCING

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

Project	Description	Net Revenues through June 30, 2021	Total Net Revenues
	(G) (\$ in thousands)	(H)	(I)
<b>Transit Projects (25% of Net Revenues)</b>			
R	High Frequency Metrolink Service	\$ 283,679	\$ 1,109,946
S	Transit Extensions to Metrolink	262,230	982,427
T	Metrolink Gateways	33,538	56,883
U	Expand Mobility Choices for Seniors and Persons with Disabilities	97,237	385,897
V	Community Based Transit/Circulators	59,395	222,520
W	Safe Transit Stops	6,556	24,561
	Subtotal Projects	742,635	2,782,234
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Transit Projects</b>	<b>\$ 742,635</b>	<b>\$ 2,782,234</b>
	%		
<b>Measure M2 Program</b>			
		\$ 2,970,538	\$ 11,128,934
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 63,318</b>	<b>\$ 238,335</b>
	%		
<b>Taxpayer Safeguards and Audits</b>			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 46,156	\$ 174,758
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 31,659	\$ 119,168
	%		

# FINANCING

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

Expenditures through June 30, 2021 (J)	Reimbursements through June 30, 2021 (K)	Net M2 Cost (L)
\$ 319,268	\$ 98,818	\$ 220,450
133,840	2,133	131,707
98,220	60,956	37,264
93,405	88	93,317
14,292	1,323	12,969
1,169	26	1,143
660,194	163,344	496,850
39,040	-	39,040
<u>\$ 699,234</u>	<u>\$ 163,344</u>	<u>\$ 535,890</u>
		19.6%
<u><u>\$ 3,733,427</u></u>	<u><u>\$ 1,006,114</u></u>	<u><u>\$ 2,727,313</u></u>
-	-	-
<u>\$ 46,020</u>	<u>\$ 311</u>	<u>\$ 45,709</u>
		1.4%
<u>\$ 32,361</u>	<u>\$ -</u>	<u>\$ 32,361</u>
		1.1%
<u>\$ 30,905</u>	<u>\$ -</u>	<u>\$ 30,905</u>
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2020-21	FUNDS TO DATE
ALISO VIEJO	\$238,675	\$6,446,218
ANAHEIM	\$2,077,058	\$53,628,109
BREA	\$343,266	\$9,264,763
BUENA PARK	\$511,079	\$14,367,266
COSTA MESA	\$883,219	\$23,625,491
CYPRESS	\$309,184	\$8,510,183
DANA POINT	\$202,219	\$5,392,601
FOUNTAIN VALLEY	\$363,963	\$10,017,098
FULLERTON	\$773,676	\$21,021,996
GARDEN GROVE	\$886,802	\$24,044,669
HUNTINGTON BEACH	\$1,154,892	\$31,443,296
IRVINE	\$1,718,753	\$44,138,351
LAGUNA BEACH	\$147,261	\$4,111,805
LAGUNA HILLS	\$198,531	\$5,495,809
LAGUNA NIGUEL	\$388,752	\$10,742,448
LAGUNA WOODS	\$73,853	\$2,052,480
LA HABRA	\$315,623	\$8,518,550
LAKE FOREST	\$478,762	\$12,836,510

LOCAL FAIR SHARE

M2 Funds		
ENTITY	4TH QUARTER FY 2020-21	FUNDS TO DATE
LA PALMA	\$83,849	\$2,611,166
LOS ALAMITOS	\$75,014	\$2,092,449
MISSION VIEJO	\$542,362	\$15,072,307
NEWPORT BEACH	\$653,367	\$17,786,762
ORANGE	\$999,599	\$26,702,020
PLACENTIA	\$279,216	\$7,434,632
RANCHO SANTA MARGARITA	\$249,175	\$6,837,887
SAN CLEMENTE	\$339,719	\$9,111,717
SAN JUAN CAPISTRANO	\$225,278	\$6,130,052
SANTA ANA	\$1,643,316	\$44,913,248
SEAL BEACH	\$140,878	\$4,018,898
STANTON	\$174,864	\$4,816,819
TUSTIN	\$539,041	\$14,486,722
VILLA PARK	\$30,465	\$841,768
WESTMINSTER	\$498,590	\$13,797,815
YORBA LINDA	\$363,003	\$9,735,493
COUNTY UNINCORPORATED	\$1,243,630	\$30,891,615
<b>TOTAL M2 FUNDS</b>	<b>\$19,146,935</b>	<b>\$512,939,013</b>

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Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Plan/Forecast			
		Complete Environmental	Complete Design	Award Contract	Complete Construction
<b>Freeway Projects:</b>					
I-5, SR-55 to SR-57	\$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	\$39.4	<b>Apr-15</b>	<b>Jun-17</b>	<b>Nov-18</b>	<b>Jan-21</b>
I-5, I-405 to Yale Avenue	\$230.5	Aug-18	TBD	TBD	TBD
Project B	\$230.5	<b>Jan-20</b>	Jun-24	Aug-25	Feb-29
I-5, Yale Avenue to SR-55	\$200.4	Aug-18	TBD	TBD	TBD
Project B	\$200.4	<b>Jan-20</b>	Jan-24	Mar-25	Sep-28
I-5, Pico to Vista Hermosa	\$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	\$83.6	<b>Oct-11</b>	<b>Oct-13</b>	<b>Dec-14</b>	<b>Aug-18</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	\$75.3	<b>Oct-11</b>	<b>May-13</b>	<b>Jun-14</b>	<b>Jul-17</b>
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	\$74.3	<b>Oct-11</b>	<b>Jan-13</b>	<b>Dec-13</b>	<b>Jul-18</b>
I-5, SR-73 to Oso Parkway	\$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	\$195.8	<b>May-14</b>	<b>Aug-18</b>	<b>Dec-19</b>	Apr-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$203.1	<b>May-14</b>	<b>Dec-17</b>	<b>Mar-19</b>	Dec-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$165.9	<b>May-14</b>	<b>May-19</b>	<b>Sep-20</b>	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Mar-24	Nov-24	Jun-26
I-5, I-5/El Toro Road Interchange	TBD	Nov-19	TBD	TBD	TBD
Project D <b>Cost/Schedule Risk</b>	TBD	Jul-22	TBD	TBD	TBD

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

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

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$29.0	<b>Oct-18</b>	Mar-23	Feb-24	Nov-25
<b>Grade Separation Projects:</b>					
Kraemer Boulevard Railroad Grade Separation	\$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	\$63.8	<b>Sep-09</b>	<b>Jul-10</b>	<b>Sep-11</b>	<b>Dec-14</b>
Lakeview Avenue Railroad Grade Separation	\$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	\$110.7	<b>Sep-09</b>	<b>Jan-13</b>	<b>Nov-13</b>	<b>Jun-17</b>
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	\$105.9	<b>Sep-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	<b>Oct-16</b>
Placentia Avenue Railroad Grade Separation	\$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	\$64.5	<b>May-01</b>	<b>Jun-10</b>	<b>Jul-11</b>	<b>Dec-14</b>
Raymond Avenue Railroad Grade Separation	\$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	\$126.2	<b>Nov-09</b>	<b>Dec-12</b>	<b>Feb-14</b>	<b>May-18</b>
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Jan-11	Aug-12	May-13	May-18
Project O	\$99.6	<b>Apr-11</b>	<b>Feb-13</b>	<b>Feb-14</b>	<b>Mar-18</b>
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	\$96.6	<b>Sep-09</b>	<b>Jul-11</b>	<b>Feb-13</b>	<b>Oct-16</b>
<b>Rail and Station Projects:</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	\$61.9	<b>Sep-03</b>	<b>Jul-10</b>	<b>Feb-11</b>	<b>Jan-16</b>

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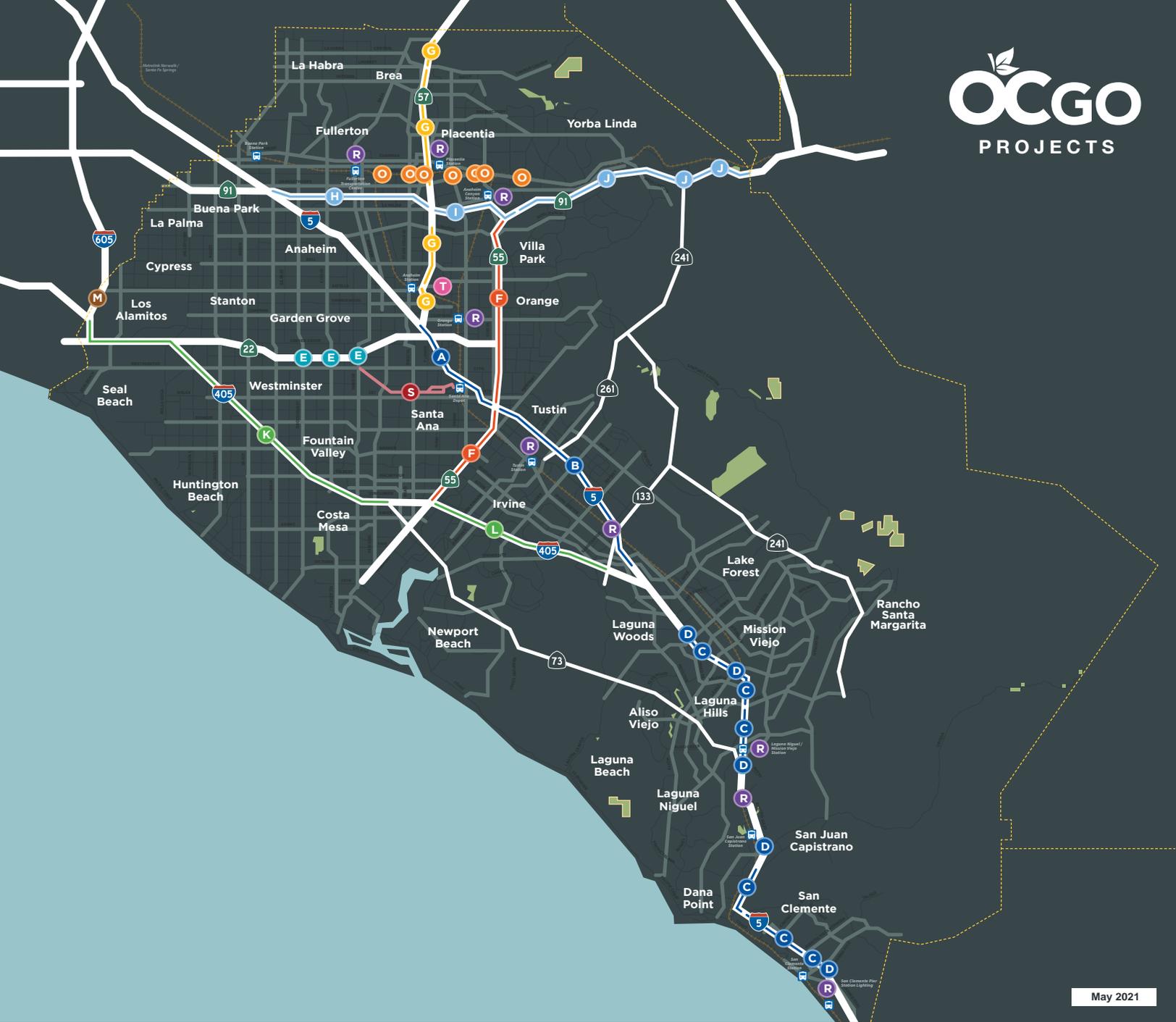
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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project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

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May 2021

## FREEWAY IMPROVEMENT PROGRAM (A-N)

### Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, I-405 to SR-55
- C** I-5, SR-73 to El Toro Road
- C** I-5, Avenida Pico to San Juan Creek Road
- D** I-5 Highway Interchanges

### State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

### State Route 55 (SR-55) Projects

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

### State Route 57 (SR-57) Projects

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

### State Route 91 (SR-91) Projects

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

### Interstate 405 (I-405) Projects

- K** I-405, SR-73 to I-605
- L** I-405, I-5 to SR-55

### Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

**Freeway Mitigation Restoration Projects**  
Part of Projects A-M

**Freeway Mitigation Acquisition Projects**  
Part of Projects A-M

## STREETS & ROADS (O-Q)

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

## TRANSIT PROJECTS (R-W)

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

## OTHER PROJECTS NOT SHOWN

- Project N:** Freeway Service Patrol
- Project O:** Regional Capacity Program
- Project Q:** Local Fair Share Program
- Project R:** Grade Crossing and Trail Safety Enhancements  
Metrolink Service Expansion Program
- Project U:** Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program
- Project V:** Community Based Transit/Circulators
- Project W:** Safe Transit Stops
- Project X:** Environmental Cleanup Program