




April 2, 2018

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of October 2017 Through December 2017

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of October 2017 through December 2017, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs, and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines all the requirements for implementing the Plan. Ordinance No. 3 designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan, but adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the ordinance. Ordinance No. 3 requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the

OCTA Board of Directors (Board). On September 25, 2017, the Board approved rebranding M2 externally to OC Go to promote OCTA's Measure M awareness and public perception, as well as to avoid confusion with the recently approved, similarly named Los Angeles Metropolitan Transportation Authority's "Measure M." M2 progress is summarized in these quarterly progress reports, which are posted online for public review.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of October 1, 2017 through December 31, 2017 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information provided from the Capital Action Plan, and Local Fair Share and Senior Mobility Program payments made to cities during the quarter, as well as total distributions from M2 inception through December 2017.

Additionally, Attachment A includes a summary of the Program Management Office activities that have taken place during the quarter. Two areas in particular are highlighted below.

Next 10 Delivery Plan

On November 13, 2017, the Board approved the updated Next 10 Plan Delivery (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 was updated to address and incorporate the 2017 sales tax revenue forecast of \$13.5 billion.

Future Outlook

A Market Conditions Forecast and Risk Analysis was conducted to analyze current resource demands and provide information on the impact on OCTA's delivery of Next 10. The results of the analysis were presented to the Board in September 2017, and identified a strong potential that during the Next 10 delivery years OCTA will experience an increasing cost environment. This, coupled with a tight funding situation, could present the potential for significant challenges in the delivery of M2 and the Next 10.

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax

revenue forecast. Attachment B identifies the scope of the monitoring and tracking effort to be conducted. A summary of the monitoring reports will be presented to the Board bi-annually and, if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports.

Additionally, final sales tax receipts through the second quarter of fiscal year 2017-18 (December 31, 2017) reflected a growth in sales tax revenue over the same period of the prior fiscal year. The growth is consistent with the budgeted sales tax growth rate of 3.3 percent and may be an indication that the sales tax revenue forecast we are currently using is on target. As always, staff continues to closely monitor sales tax receipts and will keep the Board informed.

Progress Update

The following highlights the M2 accomplishments that occurred during the first quarter:

- The OCTA Board approved the consultant selection for construction management services for Interstate 5 (I-5), between State Route 55 (SR-55) to State Route 57, on November 13, 2017. The Board also increased the construction capital and support funds due to anticipated higher construction cost estimates and professional labor rates. (Project A)
- During the quarter, the Board approved an amendment for additional design services on the I-5, between State Route 73 to Oso Parkway, to comply with updates to the California Department of Transportation (Caltrans) Highway Design Manual. Construction is anticipated to begin in January 2019. (Project C and Project D)
- The final environmental document and project report on SR-55, between Interstate 405 (I-405) and I-5, were approved and signed August 31, 2017, and September 11, 2017, respectively. With design underway, staff is working with Caltrans to further minimize right-of-way impacts for this project. Construction is anticipated to begin in fall 2021. (Project F)
- The consultant submitted the 100 percent design package for the I-5, between Oso Parkway and Alicia Parkway, to Caltrans on December 20, 2017. (Project C and Project D)
- The draft environmental document for the I-405, between I-5 to SR-55, was circulated to the public, and an open house public hearing was held in December 2017. A final environmental document is expected to be complete in July 2018. (Project L)

- Project applications for the Regional Capacity Program and the Regional Traffic Signal Synchronization Program were due October 20, 2017. Staff is currently reviewing the 19 applications received and will provide final recommendations to the Board by June 2018. (Project O and Project P)
- The Raymond Avenue grade separation opened to traffic in October and the State College Boulevard grade separation opened to traffic in November 2017. With all seven OC Bridges grade separations open to the public, OCTA held a closing ceremony for the OC Bridges Program on October 24, 2017. (Project O)
- The Fullerton Transportation Center elevator improvements have been on hold due to the BNSF Railway moratorium. Construction work reinitiated in January 2018. (Project R)
- During excavation of the Orange Transportation Center Metrolink parking structure, contaminated soils were encountered. The Board was notified and approved a contract change order for removal and disposal of the contaminated materials. The issue is not expected to impact completion schedule of early 2019. (Project R)
- On December 18, 2017, the United States Army Corps of Engineers issued a programmatic permit to OCTA and Caltrans to comply with federal clean water permit requirements. This, coupled with the State Water Resources Control Board assurance letter to OCTA in January 2018, provides certainty that the mitigation provided to date is sufficient to offset related M2 freeway project impacts. These permits were acquired through leveraging the M2 environmental program actions, which are over and above the mitigation required in the freeway program and facilitates delivery. (Projects A-M)
- Staff finalized and submitted the 2018 State Transportation Improvement Program (STIP) funding application to the California Transportation Commission (CTC) on December 15, 2017. The 2018 STIP will be adopted by the CTC in March 2018. The application includes substantial funding for the I-5, between Alicia Parkway to El Toro Road, (Project C and Project D) and the SR-55, between I-405 to I-5 (Project F).

A critical factor in delivering M2 freeway projects successfully is to ensure project scopes, schedules, and budgets remain on target. Project scope increases, schedule delays, and resulting cost increases can quickly affect project delivery and have a cascading effect on other activities. In light of a tighter funding situation, and the potential for cost increases due to market conditions,

this factor is even more significant. As such, ability to secure external funding while managing projects tightly is critical. One pending external funding issue is receipt of the Capital Investment Grant (CIG) New Starts full funding grant agreement for the OC Streetcar. The project continues to progress as planned through OCTA's pre-award authority for design and vehicle procurement. The missing piece toward receipt of the grant was the lack of a signed federal transportation bill. On March 23, 2018, Congress passed a \$1.3 trillion federal funding package which was signed by the President later that same day. The funding package appropriates more than \$2.6 billion for the CIG program which includes over \$1.5 billion for New Starts. The Federal Transit Administration and the Orange County Congressional Delegation continue to show strong support for the project, and with the funding package in place, finalized grant approval should be expedited and is anticipated as early as June 2018. M2 project delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports, individual project staff reports, as well as through the Capital Action Plan quarterly performance metrics reports from the Capital Programs Division.

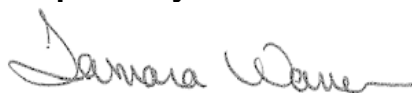
Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from October 2017 through December 2017 is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, M2 progress reports are presented on the OCTA website. Hard copies are available by mail upon request.

Attachments

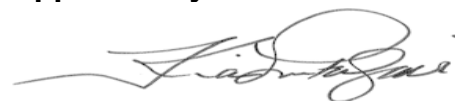
- A. Measure M2 Progress Report, Second Quarter of Fiscal Year 2017-18, October 1, 2017 through December 31, 2017
- B. Tracking and Reporting Market Forecast Indicators Work Plan, December 2017

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MEASURE M2 PROGRESS REPORT

SECOND QUARTER FISCAL YEAR 2017-18
OCTOBER 1, 2017 THROUGH DECEMBER 31, 2017

SECOND QUARTER HIGHLIGHTS:

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





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MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from October 1, 2017 through December 31, 2017 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board approved externally rebranding M2 to OC Go to promote OCTA’s Measure M awareness and public perception.

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



The cover photo is of the completed Lakeview Grade Separation, one of the OC Bridges projects. All seven of the OC Bridges Grade Separation projects are now open to traffic. A closing ceremony for the OC Bridges Program was held on October 24, 2017. By 2030, the number of daily freight trains is expected to nearly double from 70 to 130. The OC Bridges Program helps preserve quality of life by keeping motorists moving while allowing trains to transport goods.



OC GO
MEASURE M2 PROGRESS REPORT

TABLE OF CONTENTS

Section	Project	Page
Abbreviations		i
Project Schedules		iii
Next 10 Plan Update		3
Freeway Program (Projects A-N)		8
Interstate 5 (I-5) Projects	[A-D]	8
State Route 22 (SR-22) Projects	[E]	11
State Route 55 (SR-55) Projects	[F]	12
State Route 57 (SR-57) Projects	[G]	12
State Route 91 (SR-91) Projects	[H-J]	14
Interstate 405 (I-405) Projects	[K-L]	16
Interstate 605 (I-605) Projects	[M]	17
Freeway Service Patrol	[N]	18
Streets and Roads (Project O, P and Q)		19
Regional Capacity Program	[O]	19
Regional Traffic Signal Synchronization Program	[P]	22
Local Fair Share Program	[Q]	22
Transit Programs (Projects R, S, T, U, V and W)		24
High Frequency Metrolink Service	[R]	24
Transit Extensions to Metrolink	[S]	28
Metrolink Gateways	[T]	30
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	30
Community Based Transit / Circulators	[V]	31
Safe Transit Stops	[W]	32
Environmental (Project X and Freeway Mitigation Program)		33
Environmental Cleanup	[X]	33
Freeway Mitigation Program (part of Projects A - M)		33
Program Management Office		36
M2 Financing and Schedule of Funding		39
Local Fair Share - M2 Funding by Agency		47
Capital Action Plan - Capital Project Status		49




COMMON ABBREVIATIONS

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



COMMON ABBREVIATIONS

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



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MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



Design-Build



Construction



Complete

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

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

*Projects managed by local agencies



MEASURE M2 PROJECT SCHEDULES

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
J SR-91, SR-241 to I-15 (Env. Cleared/Further Schedule TBD)	<i>Environmental Complete in 2012</i>												
K I-405, SR-73 to I-605	[Green bar from 2013 to 2017, then blue and orange hatched bar through 2023]												
L I-405, I-5 to SR-55 (Further Schedule TBD)	[Green bar from 2014 to 2018]												
M I-605, Katella Interchange (Further Schedule TBD)	[Green bar from 2015 to 2018]												
O Kraemer Boulevard Grade Separation (Placentia)	[Orange bar from 2013 to 2014]												
O Lakeview Avenue Grade Separation (Anaheim/Placentia)	[Blue bar from 2013 to 2014, then orange bar through 2017]												
O Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	[Blue bar from 2013 to 2014, then orange bar through 2017]												
O Placentia Avenue Grade Separation (Placentia)	[Orange bar from 2013 to 2014]												
O Raymond Avenue Grade Separation (Fullerton)	[Blue bar from 2013 to 2014, then orange bar through 2018]												
O State College Blvd Grade Separation (Fullerton)	[Blue bar from 2013 to 2014, then orange bar through 2017]												
O Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia)	[Blue bar from 2013 to 2014, then orange bar through 2017]												
R Sand Canyon Grade Separation (Irvine)	[Orange bar from 2013 to 2015]												
R 17th Street Railroad Grade Separation	[Green bar from 2014 to 2017]												
R Rail-Highway Grade Crossing Safety Enhancement	<i>Completed in 2011</i>												
R San Clemente Beach Trail Safety Enhancements	[Blue bar from 2013 to 2014, then orange bar through 2014]												
R Anaheim Canyon Metrolink Station Improvements	[Green bar from 2015 to 2017, then blue bar through 2019, then orange bar through 2020]												
R Fullerton Transportation Center Improvements	[Blue bar from 2013 to 2015, then orange bar through 2018]												
R Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	[Green bar from 2013 to 2014, then blue bar through 2017, then orange bar through 2018]												
R Orange Transportation Center Metrolink Parking Structure	[Blue bar from 2013 to 2015, then orange bar through 2019]												
R Placentia Metrolink Station Improvements and Parking Structure	[Blue bar from 2013 to 2015, then orange bar through 2020]												
R San Clemente Pier Station Lighting	[Blue bar from 2015 to 2016, then orange bar through 2016]												
R Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project	[Green bar from 2013 to 2014, then blue bar through 2018, then orange bar through 2020]												
R Tustin Metrolink Station Parking Structure	<i>Completed in 2011</i>												
R,T Anaheim Regional Transportation Intermodal Center (ARTIC)*	[Orange bar from 2013 to 2014]												
S OC Streetcar	[Green bar from 2013 to 2014, then blue bar through 2018, then orange bar through 2020]												

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

*Projects managed by local agencies



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

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

Delivery Risk	Explanation	Proposed Action	
Financial			
1	Impact of the recession and changes in consumer spending resulted in a 44% decrease in forecasted revenues, to \$13.5 billion. If sales tax revenue continues to be lower than projections, this will further impact delivery.	The new lower forecast results in a greater reliance on external funding to deliver the entire Freeway Program as listed.	Continue to actively pursue all available state and federal revenue. Identify lower cost freeway alternative options for Board consideration as appropriate.
2	Inability to scale the Freeway Program to available revenue and still deliver the promise.	The freeway program includes set project scopes leaving very little flexibility in what is delivered.	OCTA will work closely with Caltrans and involved parties to seek cost-saving measures on freeway projects through changes in design parameters where possible.
3	Delay in receipt of OC Streetcar Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA). While OCTA has pre-award authority for vehicle and design procurement, delay in receipt of the FFGA could impact the overall delivery schedule.	While the FTA and the Orange County Congressional delegation continue to show strong support for the project, authorization for the New Starts FFGA remains outstanding due to a lack of a signed federal transportation bill. The recent passage of the federal funding package appropriated money for the New Starts program, which should accelerate the grant approval process.	Continue to communicate the merits of the OC Streetcar and need for swift action on receipt of the FFGA to FTA, Congress and the Administration as possible. Move forward cautiously to protect the delivery schedule while at the same time minimizing financial risk.
4	Sustain Metrolink train service, as an attractive alternative to driving in Orange County with the limits of available revenue.	Operational cost of Metrolink service continues to grow as system ages, track-sharing arrangements with BNSF are revised, and new air quality requirements are enacted. These changes could impact the level of service in the long term.	Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized while service is optimized.



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
5	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increasing-cost environment during the Next 10 delivery years.	Four near-term cost risks were highlighted: neighboring county transportation construction programs, construction wage pressures, sustained low statewide unemployment, and residential construction demand and the effect on the public works construction market. OCTA will monitor and track key early warning indicators as recommended through the completed Market Analysis and will provide the Board annual updates on changes to risk factors.
Organizational		
6	Availability of specialized staff, given the scope of Right-of-Way (ROW) activities for various freeway construction activities.	Timely ROW acquisition and utility clearance have proven to be key factors in reducing risk on construction projects. Early acquisition is challenged by the heavy demand on Caltrans' ROW resources and further by a change in meeting frequency by the California Transportation Commission (CTC), a necessary step in ROW settlement. Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure ROW resource needs are met through determining project lead responsibility for projects as they move forward. If resource issues become a problem, OCTA could consider taking full responsibility for ROW activities.
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a strong track record in operating various transportation systems including both a fixed and demand-based bus network. To ensure success of the OC Streetcar, OCTA hired a rail manager with proven start-up experience to oversee start-up and daily operations.
Policy		
8	New statewide directives create additional hurdles for the Freeway Program in particular.	With new statewide directives focused on greenhouse gas reductions and an interest in a network of managed lane corridors, the remaining six freeway projects that add general purpose lanes. OCTA will work closely with Caltrans to ensure that when freeway improvement projects are reviewed for environmental clearance, they are viewed as part of a larger suite of improvements.



Next 10 Plan Update ▼

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

A Market Conditions Forecast and Risk Analysis was conducted to analyze current resource demands and provide information on the impact on OCTA's delivery of Next 10. The results of the analysis were presented to the Board in September 2017, and identified a strong potential that during the Next 10 delivery years OCTA will experience an increasing-cost environment. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of the M2 Program and the Next 10. Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. A summary of findings from the monitoring effort will be presented to the Board bi-annually and, if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports.

Updated Next 10 Plan Deliverables

The Next 10 identified 10 objectives. Significant progress has been made, with many projects advancing to construction. A summary of the progress to date for each of the 10 objectives identified in the Next 10 is outlined below.

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

The M2 freeway program currently consists of 27 projects or project segments. At the point of Next 10 adoption, nine were already complete, and another nine designated to be complete within the Next 10 time-frame. Together, the nine segments designated for completion make up the \$3.1 billion delivery promise. Nine segments are expected to be completed by 2026. Currently, the I-5 between Avenida Vista Hermosa to the Pacific Coast Highway is completed. All other projects are in design or construction: two segments of I-5 between Avenida Pico and San Juan Creek Road (Project C); one project on I-405 between SR-55 and I-605 (Project K); another four segments on I-5, one between SR-55 and SR-57 and the other three between SR-73 and El Toro Road (Projects A and C); and one segment on SR-55 between I-405 and I-5 (Project F). For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.

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

The final nine remaining project segments (of the 27 total) are on track to be environmentally cleared by 2020, making them "shelf ready" for future advancement as revenues become available. The Next 10 Plan designated another \$1.2 billion (in addition to the \$3 billion promised above) toward moving one or two projects from the




MEASURE M2 PROGRESS REPORT

nine into construction by 2026. Congestion levels, readiness, and cost risk are factors that will determine which environmentally cleared projects will be recommended to the Board to advance into the construction phase. Project I (between SR-55 and SR-57) meets the above criteria and was designated as a priority project by the Board in the Next 10 Plan and therefore is planned to move directly into design following completion of the environmental phase in 2019.

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

Since inception, OCTA has invested approximately \$263 million in O funds into the Regional Capacity Program (Project O), \$72.1 million in Regional Traffic Signal Synchronization Program (Project P), and \$305.7 million in the Local Fair Share Program (Project Q). Since the adoption of the Next 10 Plan, a total of \$61.48 million in Local Fair Share funds have been distributed to local agencies. On August 14, 2017, the Board approved the release of the 2018 Call for Projects that will make available approximately \$32 million for Project O and \$8 million for Project P. The 2018 Call for Projects closed on October 20, 2017. OCTA received 12 applications for a total of \$39.4 million in M2 funding requests for the Regional Capacity Program and 7 applications for a total of \$16.5 million for the Regional Traffic Signal Synchronization Program. For more details, see the project updates on [page 19](#).

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

When the Next 10 was adopted, grade separation projects under construction included: Raymond Avenue, State College Boulevard, and Lakeview Avenue. Lakeview Avenue grade separation was completed in June 2017. The Raymond Avenue Grade Separation opened to traffic on October 2, 2017 and the State College Boulevard Grade Separation opened to traffic on November 1, 2017. With all seven of the OC Bridges projects open to traffic, a closing ceremony was held on October 24, 2017. Minor punch list construction activities remain, with construction on Raymond Avenue expected to be complete in March 2018 and State College Boulevard in January 2018. To date, the Board has approved \$664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects.

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

The Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (Metro), and OCTA continue to work together to secure approval of a Memorandum of Understanding (MOU) with Burlington Northern Santa Fe (BNSF) Railway, which is necessary to operate train service on BNSF-owned tracks. Metrolink is the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agency’s respective railroad rights of way. Special counsel has been brought in to assist in these discussions.



OC GO
MEASURE M2 PROGRESS REPORT

Within this program, funding is provided for rail corridor and station improvements to accommodate increased train service and commuter use - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026. 1. Laguna Niguel/Mission Viejo Metrolink station ADA ramps (completed September 2017), 2. Orange Metrolink station parking structure (construction 20% complete), 3. Placentia Metrolink station (construction to begin late 2018 contingent on BNSF MOU approval), 4. Anaheim Canyon Metrolink station improvement project (construction to begin late 2019), 5. Fullerton Transportation Center elevators (construction 20% complete), and 6. San Clemente Pier Metrolink/Amtrak station lighting (completed March 2017). For more details, see the project updates on [page 25](#).

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

OC Streetcar

To date, the Board has approved up to \$306.4 million for the OC Streetcar project, including preliminary studies, environmental, project development and construction. OCTA is waiting for receipt of the FFGA for the OC Streetcar. The FTA continues to show strong support for the project. While OCTA does have pre-award authority for construction and vehicle procurement and has initiated both, authorization for the FFGA for the New Starts federal grant remains outstanding. See [page 28](#) for more information.

OC Transit Vision

During this quarter, the Board was presented with the results of the Transit Opportunity Line evaluation which refined and ranked the corridors presented in the previous quarter. The Board was also presented with a list of potential next steps which could be included in the final plan. A public survey was conducted in November and December to solicit feedback on the Transit Opportunity Lines and potential next steps. Project documents can be downloaded from the project website at www.octa.net/octransitvision. The OC Transit Vision Plan is expected to be complete next quarter.

Harbor Corridor Transit Study

During the quarter, the Harbor Study team finished the technical evaluations of the twelve conceptual transit alternatives and met with the project development team (PDT) on October 5th to review and discuss the results. All comments received from city staff were addressed in the following weeks and a revised results package was provided to the PDT in early December. The technical evaluation results and a summary of the city and community input received to date was presented to the OCTA Transit Committee on December 14, 2017. The same presentation will be presented to the OCTA Board on January 8, 2018. The Draft Final Report will be shared with key stakeholders and made available to the public on the Harbor Study webpage. Any comments received from the cities and public will be reviewed and incorporated into the Final Report and an update will be provided to the OCTA Board in early 2018.



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

Since inception, approximately \$52 million in Project U funds has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Included in this amount, approximately \$12.8 million has been provided for the SMP, SNEMT, and Fare Stabilization programs since the Next 10 Plan adoption. See [page 30](#) for more information.

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

In December 2017, OCTA staff requested letters from local agencies to determine the demand for a future round of Project V funding. X letters were received and staff plans to seek Board support in February 2018 to issue another call for projects. For additional details and information on current project program performance and service see [page 31](#).

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

To date, the Board has approved up to \$1,205,666 to support 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops and will move forward in a future funding cycle. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stop improvements are underway by the City of Santa Ana. OCTA invested its \$370,000 portion in a mobile ticketing application to make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses by enabling riders to use smart phone devices to display bus passes as proof of payment. Following implementation of the existing projects, staff will work with local agencies to assess future funding needs. Future funding recommendations will be brought to the Board in 2018. For additional details see [page 32](#).

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

The Freeway Mitigation Program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 restoration projects approved for funding by the Board, totaling approximately 350 acres. These Preserves and restoration projects are folded into the OCTA Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), which contributes mitigation to streamline the permitting process for M2 freeway projects. The program's Conservation Plan and Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were approved by the Board in November 2016. The final permits were approved by the Wildlife Agencies in June 2017. As part of the Conservation Plan process, an endowment is required to be established to pay for the long-term management of the Preserves. The second



MEASURE M2 PROGRESS REPORT

deposit into the endowment was made in August 2017, and approximately \$2.9 million will be deposited on an annual basis. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established. Management of the Preserves includes the development and release of Preserve specific resource management plans. Additionally, staff will monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee until each project is implemented. For more details, see the project updates on [page 33](#).

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

Since inception, the Board has awarded approximately \$48 million for 154 Tier 1 and 22 Tier 2 projects. An eighth Tier 1 Call for Projects is anticipated to be released in March 2018. Staff is working with the ECAC and the County of Orange to determine the best timing for the next Tier 2 call based on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For more details, see the project updates on [page 33](#).

FREWAYS

INTERSTATE 5 (I-5) PROJECTS ▾

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

PROJECT A

Status: Design complete. Construction bid package preparation underway.

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

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the Project achieved Ready-to-List status. On November 13, 2017 the OCTA Board approved Amendment #1 to the OCTA/Caltrans Construction Cooperative Agreement to increase construction capital and construction support funds due to cost estimate increases in higher bids, increasing the finalized Construction Cost Estimate by \$654,000. Board also approved the consultant selection for consultant construction management services. Due to changes in scope and the replacement of STIP funds with CMAQ funds, this project is marked “red” in the Capital Action Plan (CAP), signifying a delay of over three months beyond the original schedule. In the first quarter of 2018, the project is expected to receive federal authorization (via an E-76) to advertise the construction contract.

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

PROJECT B

Status: Environmental Phase Underway - 76% Complete

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

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the consultant continued working on last few technical studies and obtained Caltrans approval on more technical studies. The draft Environmental Document (ED) has been submitted for the first review. The final ED is expected to be complete in November 2018.

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

PROJECT C AND PART OF PROJECT D

Status: Construction Underway - 90% Complete

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

Summary: This segment adds a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D), which will also add bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. During the quarter, construction of the main line roadway section continued. Ramp paving and Avenida

FREEWAYS

Pico paving, sidewalks, driveways and curb and gutters work have been completed along with relocation of utilities and traffic. Insulation of irrigation systems and planting work continued. Lane openings are anticipated next quarter with construction is scheduled to be complete in Spring 2018.

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

Status: PROJECT COMPLETE

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



Summary: This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also includes reconstructing on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014. During the quarter, construction was completed (July 2017). The added carpool lanes will be open to traffic when the segments at either side of this improvement (Avenida Pico to Avenida Vista Hermosa and Pacific Coast Highway to San Juan Creek Road) are complete, which is anticipated in Spring 2018.

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

Status: Construction Underway - 95% Complete

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

Summary: This segment will add one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also include reconstructing on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. During the quarter, work on the median and installation of irrigation systems continued. In the fall of 2015, the Board was informed that a soil issue was identified, which would delay project completion. As a result, this project is marked “red” in the CAP, signifying a delay of more than three months, with a revised completion date extending at least 19 months past the original schedule (September 2016). Construction work is scheduled to be complete in Spring 2018.

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, the consultant continued working on ROW appraisals and coordinated with utility agencies. Staff continued to coordinate



FREEWAYS

with Caltrans to finalize and approve the required Fact Sheet. In November, the Board approved an amendment to the final PS&E agreement for additional design services as a result of updated Caltrans requirements. It is anticipated that the 100% Plans, Specifications, and Estimates (PS&E) will be submitted to Caltrans late February 2018. The plans identify a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. This segment is included in the 2018 STIP project recommendations for additional funding to address the increased cost estimate, which was approved by the Board in September and expected to be adopted by the CTC in March 2018. Due to extended ROW coordination, this project is marked “red” in the CAP, signifying a delay of over three months beyond the original schedule. Design work is anticipated to be complete in Spring 2018.

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

Status: Design Phase Underway - 100% Complete

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

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. Major activities this quarter included submittal of the 100% Design package on December 20, 2017. Staff also continued coordination of the service contract with Southern California Regional Rail Authority (SCRRA)/Metrolink, and with Caltrans on ROW and utilities. Due to extended ROW coordination, this project is marked “red” in the CAP, signifying a delay of over three months beyond the original schedule. This project is anticipated to begin construction in early 2019.

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

Status: Design Phase Underway - 95% Complete

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

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this quarter included continued coordination with Caltrans, Orange County Parks and Orange County Flood Control regarding the planned work at Aliso Creek. The E-76 package to allow Caltrans to begin work was approved on August 31, 2017 by Federal Highway Administration (FHWA). Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked “red” in the CAP, signifying a delay of over three months beyond the original schedule. The 100% Design Submittal is anticipated for July 2018.



FREEWAYS

PROJECT D

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

Segment: I-5, El Toro Interchange
Status: Environmental Phase Underway - 20% Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project includes four different alternatives that consider modifications to the existing interchange, which range from a I-5 southbound direct connector to El Toro Road to modifications in how existing off ramp intersections operate. The E-76 package to allow Caltrans to begin work was approved in April 2017 by FHWA and work began in May 2017. Work during the quarter included conducting the Value Analysis Study and a Right-of-Way review meeting between Caltrans and OCTA. The Value Analysis Final Report is expected next quarter. An update by Caltrans on this project was presented to the OCTA Board in May 2017 and the next update is expected in March 2018. The environmental phase is anticipated to be completed in late 2019.

Segment: I-5, Ortega Highway Interchange

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



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

STATE ROUTE 22 (SR-22) PROJECTS ▾

Segment: SR-22 Access Improvements
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT E

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



FREeways

STATE ROUTE 55 (SR-55) PROJECTS ▾

PROJECT F

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

Status: Design Phase Underway - 10% Complete

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

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. Through a cooperative agreement, Caltrans is preparing the 35% design work and is responsible for developing and seeking approval of the required Fact Sheet addressing necessary design variations on the project. With OCTA staff oversight, Caltrans is refining the geometrics to eliminate and minimize the potential ROW risk and costs. The final Fact Sheet is anticipated to be signed by mid-February 2018. OCTA consultant contract will be executed in February 2018 for the Board authorized consultant selection for PS&E services. ROW and utility coordination have been initiated. The design baseline schedule will be finalized in January 2018.

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

Status: Environmental Phase Underway - 17% Complete

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

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

STATE ROUTE 57 (SR-57) PROJECTS ▾

PROJECT G

Segment: SR-57 Northbound, Katella to Lincoln Avenue

Status: PROJECT COMPLETE

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



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



FREEWAYS

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

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

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

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

Summary: Caltrans previously completed a PSR/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which will add a truck-climbing lane from Lambert Road to Tonner Canyon Road in the City of Brea. The environmental phase is expected to begin in mid-2020 and will take into consideration any related work by LA Metro across the county line. Funding for the environmental phase for this project is included in the 2018 STIP which is scheduled to be approved in March of 2018. Additionally, Caltrans and the City of Brea are moving forward with interchange improvements at Lambert Road using M2 streets and roads, STIP, and other Federal funds. Additionally the interchange project was submitted for Senate Bill 1 Trade Corridor Enhancement Program funds and the implementing agencies will get notification regarding approval in May of 2018. The interchange improvements will complement and serve as a first phase to the freeway improvement project.



FREEWAYS

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

Status: Environmental Phase Underway - 35% Complete

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

Summary: This project will add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, comments were received from Caltrans pertaining to the draft technical studies that had been previously submitted. Also, a “schedule-specific” meeting was held on December 20, 2017 to review the overall schedule and determine timelines for remaining tasks. The environmental phase is anticipated to be complete in late 2018.

STATE ROUTE 91 (SR-91) PROJECTS ▼

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

Status: PROJECT COMPLETE

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



PROJECT H

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. Construction is 100 percent complete, as of June 23, 2016. Consultant-supplied construction management services ended on September 29, 2016. The general purpose lane was opened to traffic on March 7, 2016.

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

Status: PROJECT COMPLETE

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



PROJECT I

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project was intended to relieve weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The bypass lane was open to traffic on May 14, 2016. Construction is 100 percent complete. Contract Acceptance was granted on October 31, 2016.



FREEWAYS

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

Status: Environmental Phase Underway - 60% Complete

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

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

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

Status: PROJECT COMPLETE

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



PROJECT J

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

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

Status: PROJECT COMPLETE

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



Summary: Completed in January 2011, this segment added six miles through a key stretch of SR-91 between Orange County’s SR-241 and Riverside County’s SR-71. The project improves mobility and operations by reducing traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound general purpose lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. 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.

FREEWAYS

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

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

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

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

INTERSTATE 405 (I-405) PROJECTS ▼

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

PROJECT K

Status: Design-Build Underway

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

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

During the quarter, work continued on public outreach, ROW acquisition, utility coordination, and environmental permitting. Other work includes review of design-builder submittals, including design submittals, quality management plan, transportation management plan, and other administrative plans necessary to be completed prior to commencement of construction. The design-builder continued their pre-construction investigations, including utility potholing to positively locate utilities and geotechnical borings to analyze soil conditions throughout the project site. On October 24, 2017, OCTA, Caltrans and the City of Long Beach executed a settlement



FREEWAYS

agreement related to ongoing litigation. OCTA approved the first Resolutions of Necessity for the project on November 27, 2017. Construction is expected to begin in early 2018 and be complete in 2023. Efforts were initiated to plan the groundbreaking ceremony in late January 2018.

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

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

PROJECT L

Status: Environmental Phase Underway - 90% Complete

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

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant obtained approval on remaining engineering technical studies, draft ED and draft PR. The draft ED has been circulated to the public and an open house format Public Hearing was held in December 2017. The final ED is expected to be complete in July 2018.

INTERSTATE 605 (I-605) PROJECTS ▼

Segment: I-605, Katella Interchange Improvements

PROJECT M

Status: Environmental Phase Underway - 79% Complete

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

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The remaining two build alternatives include modification of interchange ramps and lane configurations on Katella Avenue from Coyote Creek Channel to Civic Center Drive. During the quarter, the consultant continued working on the last remaining technical study and obtained Caltrans approval on all others completed. The draft ED has been submitted for the first review. The final ED is anticipated to be completed in November 2018.



FREWAYS

FREWAY SERVICE PATROL ▼

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

PROJECT N

Summary: M2’s Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,476 motorists, weekend service provided assistance to 857 motorists, and construction service provided assistance to 299 motorists. Since inception, M2 and construction-funded FSP has provided a total of 64,442 assists to motorists on the Orange County freeway system.



REGIONAL CAPACITY PROGRAM ▼

Status: 2018 Call for Projects in Progress

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, 135 projects totaling more than \$263 million have been awarded through seven calls for projects by the Board. On August 14, 2017, the Board approved the release of the 2018 Call for Projects that will make approximately \$32 million available to fund additional road improvements throughout the County. One-on-one meetings are being held with local agencies to assist in the preparation and submittal of grant applications. Applications for funding were due by October 20, 2017. OCTA received 12 applications for a total of \$39.4 million in M2 funding requests. Staff is currently reviewing applications and will provide final recommendations to the Board in the spring 2018.

OC Bridges Railroad Program

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

Segment: Kramer Boulevard Grade Separation

Status: PROJECT COMPLETE



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

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

STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

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

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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



Summary: The project located at Orangethorpe Avenue railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. OCTA oversaw construction of the project which was completed during the quarter. Final construction activities included landscaping, irrigation, survey monumentation, and construction close-out activities. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty.

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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



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



STREETS AND ROADS

Segment: Raymond Avenue Grade Separation

Status: Construction Underway - 92% Complete

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

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

Segment: State College Boulevard Grade Separation

Status: Construction Underway - 99% Complete

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

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction activities this quarter continue to include work on pump station, electrical, and roadway excavation, pavement and striping. State College Boulevard was opened to through traffic on November 1, 2017. Construction is expected to be completed by the end of January 2018.

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

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



Summary: The project located at Tustin Avenue/Rose Drive railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge over the railroad crossing for vehicular traffic. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. OCTA oversaw construction of the project, which was completed during the quarter. Final construction activities included traffic signal controller, landscaping, irrigation, survey monumentation, and construction close-out and warranty activities. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty.



STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

Status: Ongoing

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 signals for 2,000 intersections along 750 miles of roadway as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay.

To date, OCTA and local agencies have synchronized more than 2,000 intersections along more than 540 miles of streets (or 59 completed projects). There have been seven rounds of funding to date, providing a total of 91 projects with more than \$89.17 million in funding awarded by the Board.

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

LOCAL FAIR SHARE ▼

PROJECT Q

Status: Ongoing

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

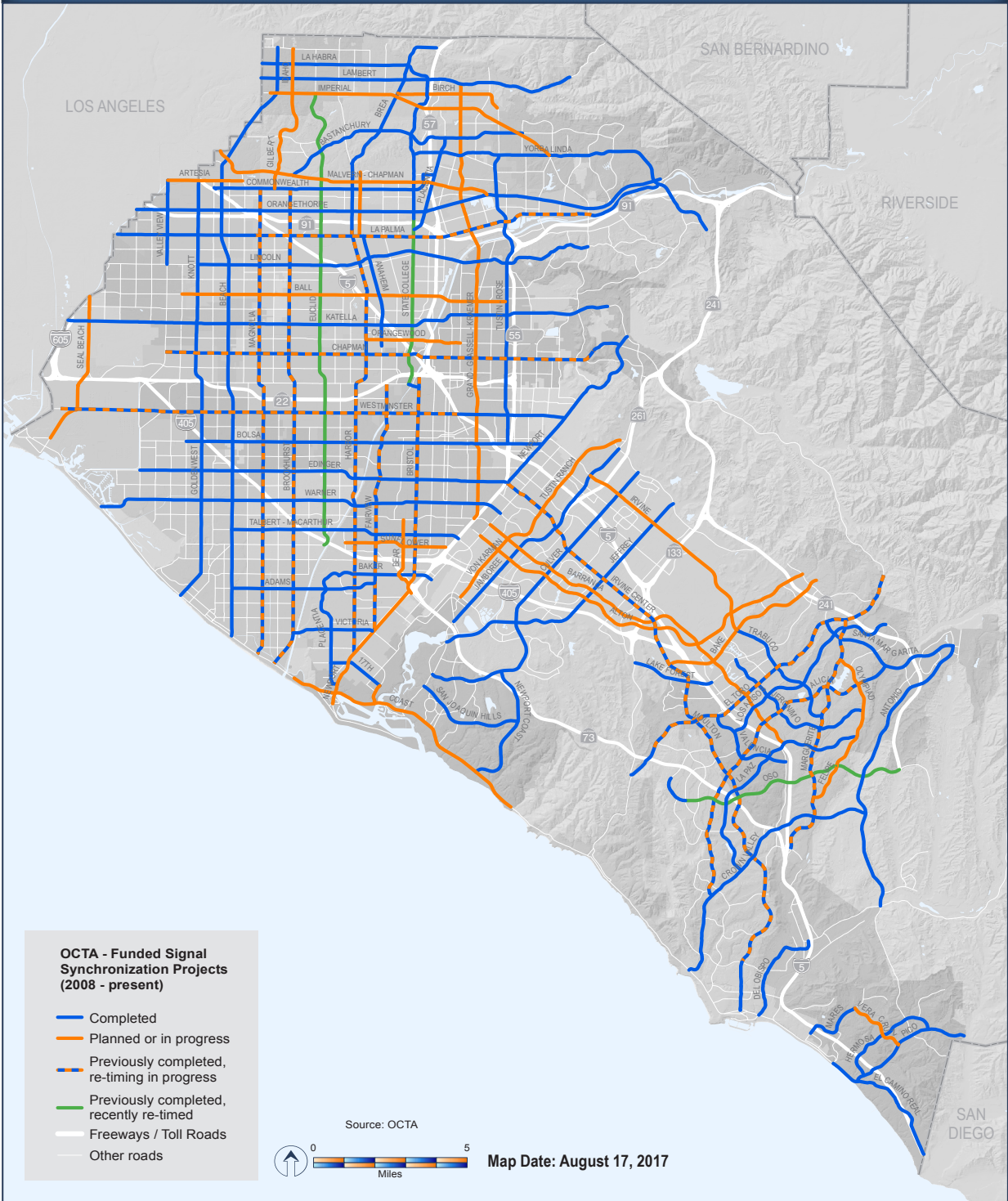
Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately \$305.7 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See [pages 47-48](#) for funding allocation by local agency.



STREETS AND ROADS

OCTA - Funded Signal Synchronization Projects (2008 - present)



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TRANSIT

HIGH FREQUENCY METROLINK SERVICE ▾

PROJECT R

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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



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

Project: Metrolink Service Expansion Program

Status: Service Ongoing

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

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during the midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. Average daily ridership on intra-county trains has increased by 11 percent over the last five fiscal years.

In April 2015, several schedule changes added a connection between the 91/Perris Valley Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Ridership on these two trains has increased by 45 percent since the improvement was implemented.

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. Staff continues to work with BNSF, RCTC, and Metro to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. Metrolink is the lead in negotiations with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad rights of way. These discussions are ongoing and special counsel has been brought in to



TRANSIT

assist. Operation of additional Metrolink trains to Los Angeles is contingent on addressing indemnification and liability agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, which is currently anticipated to be in early 2018.

Rail Corridor and Station Improvements

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



Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: **Notice to Proceed to Begin Design Anticipated early 2018**

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

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. In August, the Board selected a consultant to prepare final PS&E. The notice to proceed to begin design is anticipated in early 2018 and the project is expected to be complete and ready to bid in June 2019. Construction of the project is expected to begin in October 2019 with completion anticipated in December 2020.

Segment: **Fullerton Transportation Center Improvements**

Status: Construction Phase Underway - 20% Complete

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

Summary: Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Shoring and excavation for the elevator pits has been completed. Due to the BNSF moratorium period, the project has been on hold and construction is expected to continue in January 2018. The City of Fullerton is now projecting the completion of the project to be in September of 2018. Due to sub-contractor issues and utility conflicts, this project is marked “red” in the CAP signifying a delay of more than three months.



TRANSIT

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

Status: PROJECT COMPLETE

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



Summary: The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements include new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies.

Segment: Orange Transportation Center Metrolink Parking Structure

Status: Construction Phase Underway - 20% Complete

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

Summary: This project will include a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange is the lead on the design phase, and OCTA is the lead on the construction phase of the project. A construction contract was awarded by the OCTA Board on June 12, 2017. Construction began on July 17, 2017. During excavation, contaminated soils were encountered. In October 2017, the Board was notified and approved a contract change order for removal and disposal of the contaminated materials. The contaminated soils and two underground storage tanks were removed on a time and material basis. The contaminated soils issue is not expected to impact the schedule and the project is expected to be completed in early 2019.

Segment: Placentia Metrolink Station Improvements and Parking Structure

Status: Design Complete - Ready for Advertisement subject to BNSF track sharing agreement

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

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



TRANSIT

Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



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

Additional rail corridor improvements include: completion of the San Clemente Beach Trail Audible Warning System (AWS) project, which provides additional safety improvements and AWS devices at seven pedestrian grade crossings along the beach trail (AWS activation occurred on June 24, 2016); completed PSRs or environmental clearance for six potential grade separation projects along the LOSSAN corridor (State College Boulevard, Ball Road, 17th Street, Santa Ana Boulevard, Grand Avenue, and Orangethorpe Avenue); replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will also accommodate a future bike trail on the south end along the creek (design is 60 percent complete and ROW acquisition is in progress); the Control Point project at Fourth Street in the City of Santa Ana, which will provide rail operational efficiencies (construction anticipated to be completed in the first quarter of 2018); the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability (construction ready and preparing for advertisement); and continued implementation of video surveillance systems and Positive Train Control.

Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: Design Phase Underway - 80% Complete

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

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



TRANSIT

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



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

TRANSIT EXTENSIONS TO METROLINK ▼

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

Project: OC Streetcar

Status: Design Completed; Invitation for Bids (IFB) Issued

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

PROJECT S

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



TRANSIT

During the reporting period, plans and specifications for the infrastructure and Maintenance and Storage facility construction were finalized following completion of the design and quality assurance review processes. The procurement documents for the construction IFB were completed and the OCTA Board approved release of the IFB on December 11, 2017. The pre-bid meeting was held on December 18, 2017 and the effort to pre-qualify construction firms for the construction bid continued.

Work on the vehicle manufacturing and delivery procurement continued this quarter. A best and final offer was issued in October and submissions were received from proposers in early November. The Evaluation Committee met in early December and recommendations for the vehicle contract award are being finalized for presentation to the OCTA Board next quarter.

Work continued on development of the scope of services for the operations and maintenance contract. OCTA hosted an industry forum on November 15, 2017 and five firms attended and provided input on the scope of services. Staff is scheduled to request OCTA Board approval to release the request for proposals in April 2018.

One final issue pending is receipt of the Capital Investment Grant (CIG) New Starts FFGA for the OC Streetcar. The project continues to progress as planned through OCTA's pre-award authority for design and vehicle procurement. The missing piece towards receipt of the grant was the lack of a signed federal transportation bill. On March 23, 2018, Congress passed a \$1.3 trillion federal funding package which was signed by the President later that same day. The funding package appropriates more than \$2.6 billion for the CIG program which includes over \$1.5 billion for New Starts. The FTA and the Orange County Congressional delegation continue to show strong support for the project and with the funding package in place, finalized grant approval should be expedited and is anticipated as early as June.

Project: Bus and Station Van Extension Projects

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

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

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



TRANSIT

METROLINK GATEWAYS ▼

Status: PROJECT COMPLETE

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



PROJECT T

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

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▼

Project U expands mobility choices for seniors and persons with disabilities, and includes the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Since inception, approximately \$52 million in Project U funding has been provided under M2.

Project: Senior Mobility Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. Since inception, more than \$15.5 million and 1,820,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately \$466,000 was paid* out to the 31 participating cities during the month of November.

Project: Senior Non-emergency Medical Transportation Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, nearly \$17.0 million and 652,400 SNEMT



TRANSIT

boardings have been provided. This quarter, approximately \$492,000 in SNEMT funding was paid* to the County of Orange in the month of November.

Project: Fare Stabilization Program

Status: Ongoing

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

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

Approximately \$724,000* in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 3,316,000 program-related boardings recorded on fixed route and ACCESS services, approximately \$868,000 was utilized. Since inception of the program, more than \$19.4 million and 89,700,000 program-related boardings have been provided.

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

COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

PROJECT V

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

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

On June 13, 2016 the Board approved the second round of Project V funding in the amount of \$26.7 million



TRANSIT

for 17 transit service projects and \$323,780 for seven planning studies. OCTA staff has completed agreements with the local agencies to implement these projects. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. To date, the City of Garden Grove’s planning study has been canceled and the City of Westminster’s Little Saigon Shuttle and the City of La Habra Express services have been discontinued. Staff will continue to monitor these services to ensure the performance standards are met and will provide reports to the Board on a regular basis. In December 2017, OCTA staff requested letters from local agencies to determine interest for a future round of Project V funding. Thirteen cities sent letters of interest. Staff will bring a recommendation to move forward on a third Call for Projects to the Board in early 2018 for consideration.

SAFE TRANSIT STOPS ▼

PROJECT W

Status: City-Initiated Improvements Underway or Complete; Mobile Ticketing in Use
Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This project provides funding for passenger amenities at the 100 busiest transit stops across the County, determined by average daily weekday passenger boardings. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board determined that 80 percent of available Project W funding (\$4.47 million) would be designated for supporting city-initiated projects, and the remaining 20 percent (\$1.12 million) would be directed towards the development and implementation of regional, customer-facing technologies that benefit the 100 busiest stops. On the same date, the Board approved up to \$1,205,666 for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15.

The City of Anaheim was not able to implement the improvements for their projects and will reapply for funds during the next Call for Projects. The cities of Irvine, Westminster, Costa Mesa, Orange, and Brea have completed their projects. The City of Santa Ana awarded their contract in June 2016 and anticipate completed installation of the shelters and other amenities by January 2018. Staff will continue to monitor and report on progress.

For OCTA-initiated improvements, the \$370,000 investment has been contributed towards a mobile ticketing application (app) that will make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses by allowing riders to use their smart phones to display proof of payment or “mobile ticketing.” The smart phone app was successfully launched on June 15, 2016, for OC Fair and Express Bus users and went system-wide in February 2017 - expanding mobile ticketing to include regular fixed route, college pass, and reduced fare purchases (for seniors and persons with disabilities).

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

Project: Environmental Cleanup Program

Status: Ongoing

PROJECT X

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

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

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

Staff has estimated that over 602 million cubic feet of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to over 2,600 forty-foot shipping containers. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

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

FREEWAY MITIGATION ▼

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: On June 19, 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and



ENVIRONMENTAL

associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. As a result, the environmental process will be streamlined allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The Conservation Plan also includes a streamlined process for coordination with CDFW for streambed alteration agreements will also be reduced. This is needed for portions of freeway projects that cross through streams and riverbeds. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plans approved in Orange County.

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

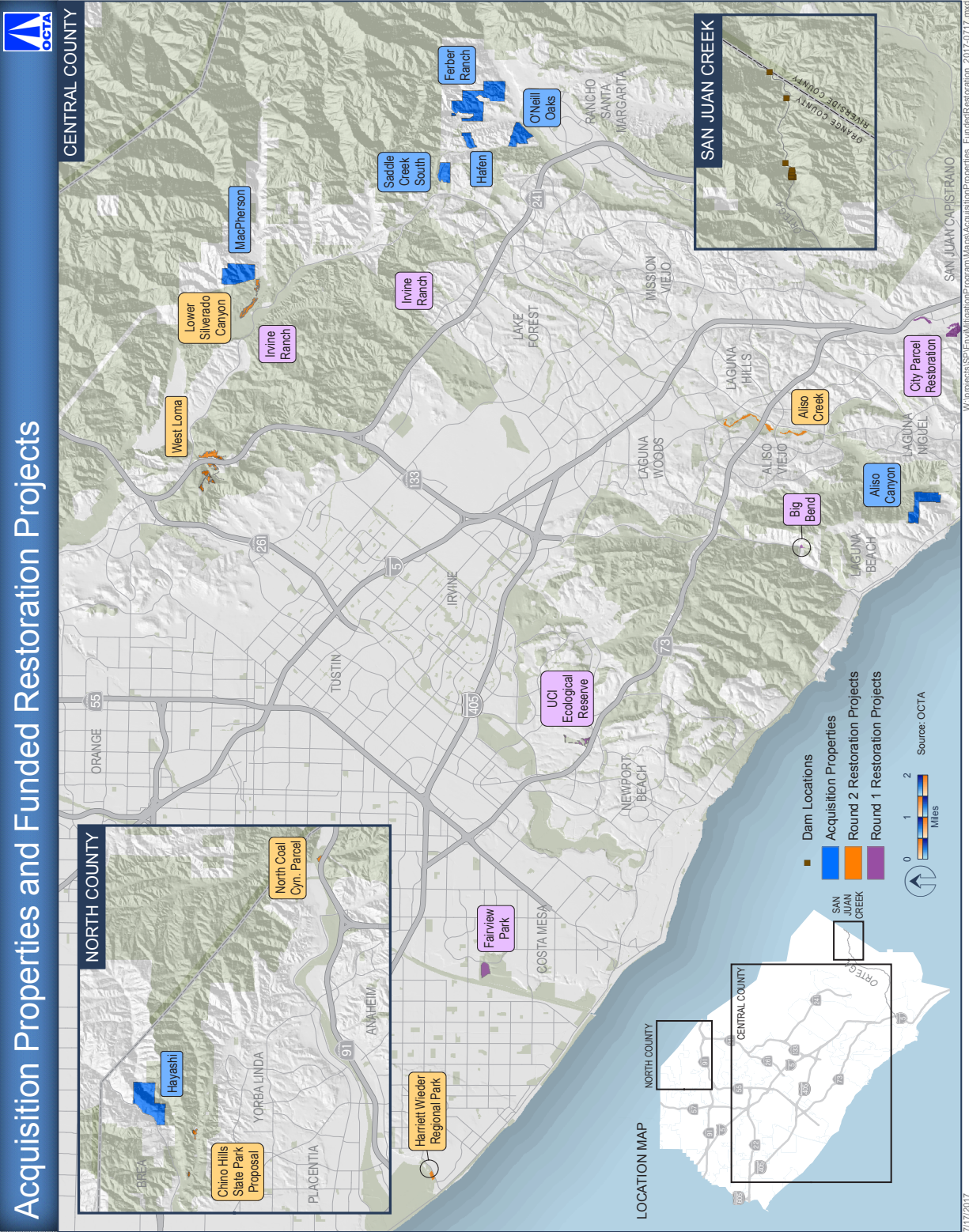
As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It is estimated that it will take up to fifteen years to fully fund the endowment, deposits are made on a fiscal year (July 1 through June 30) basis. As anticipated, the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

To date, five of the seven Preserve resource management plans (RMPs) have been completed and were finalized in September 2017. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. OCTA publicly released the remaining two RMPs on August 31, 2017. These two RMPs were available for review and comment for a 90-day period (comment deadline was December 1, 2017). In September, the Board authorized funding to advance the streamlined federal clean water permitting requirements administered by the United States Army Corps of Engineers (Corps). Concurrently, OCTA has been working with the State Water Resources Control Board (State Board) to comply with the state clean water permit requirements. On December 18, the Corps issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). These efforts are the result of years of collaboration between OCTA, the Corps, and State Board, and constitute another groundbreaking milestone for the M2 Environmental Mitigation Program. Staff will continue to monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee (EOC) until each project is implemented. A list of scheduled 2017 wilderness Preserve hiking and equestrian riding tours is available on the M2 website at www.PreservingOurLegacy.org.

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

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

ENVIRONMENTAL





PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▼

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

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

Next 10 Delivery Plan

On September 11, 2017, the Board received a presentation on the 2017 sales tax revenue forecast of \$13.5 billion which is \$700 million lower than the 2016 forecast of \$14.2 billion. In response to the lower 2017 revenue forecast, staff reviewed the Next 10 Delivery Plan and updated the revenue, bonding assumptions, project costs and schedules, and identified adjustments needed to ensure continued delivery of the M2 projects and programs.

On November 13, 2017, the Board of Directors adopted the updated Next 10 Delivery Plan providing staff guidance on the delivery of M2 projects and programs between 2017 and 2026. Per the Board’s direction, the cash flow includes net excess 91 Express Lanes revenue within the freeway program for projects on the 91 corridor, in an amount not to exceed the total cost of Project I, between State Route 55 (SR-55) and State Route 57, and Project J, between SR-55 and the Riverside County line. While the adopted Next 10 cash flow assumed \$463 million, which was less than the total of the two projects and only the amount needed at the time, with the additional revenue reduction in the freeway program, the revised cash flow now assumes the full cost of the two projects, which is estimated at \$748 million. These changes, along with revised bonding assumptions, result in a delivery plan that remains tight but solvent.

M2/OC Go Awareness and Signage

Due to the 2012-2015 M2 Performance Assessment findings regarding a lack of M2 awareness and public perception, staff began developing M2 Signage Guidelines. These uniform guidelines were intended to detail signage procedures for each of the M2 programs (Freeway, Streets & Roads, Transit, and Environmental projects) and were designed to create a common brand across all modes. The effort was stalled due to concern over the continued use of Measure M in Orange County following the passage of LA Metro’s “Measure M”. Using information gleaned from focus groups conducted in 2016 and the existing Board-approved family of OCTA logos, staff presented OC Go to externally replace Measure M for the Board’s for consideration. On September 25, 2017, the Board approved the OC Go identity and signage designs. During this quarter, Caltrans approved OC Go highway funding signs for use on projects with OCTA funding on the California State Highway System within Orange County and the public will see the first signs on the I-405 Improvement Project next quarter. Funding signs for local streets and roads projects were also finalized and will be incorporated in to future projects. Staff will complete work on the OC Go Signage Guidelines and initiate the OC Go Public Awareness Program to inform OCTA’s stakeholders of the change in Measure M. While a full transition from M2 to OC Go will take time, staff anticipates it will be substantially transitioned during 2018.



PROGRAM MANAGEMENT

OCTA Monitoring Structure for Federal Compliance

As a recipient and a “pass-through” agency of FTA and FHWA funding, OCTA is responsible for complying with all federal regulations. This evaluation is important to M2 projects and programs that are funded with federal monies, ensuring compliance requirements are met and internal protocols are completed efficiently. In June, OCTA selected Sjoberg Evashenk, Inc. to conduct a review of OCTA’s monitoring structure for federal compliance. The goal is to look for efficiencies and determine a preferred structure that works in OCTA’s environment. During this quarter, the consultant wrapped up their peer review of similar agencies (San Diego Association of Governments, Arizona Department of Transportation, Valley Metro Regional Public Transportation Authority, and Santa Clara Valley Transportation Authority), and developed preliminary findings and submitted a draft report to OCTA. A final report is expected in early 2018.

Market Conditions Forecast and Risk Analysis

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

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. Working with the consultant, a scope of the monitoring and tracking effort to be conducted. The scope includes providing presentations on a summary of findings from the monitoring effort to the Board bi-annually and, if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.5 billion or 44 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the

PROGRAM MANAGEMENT

initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent December 2017 Taxpayer Oversight Committee Report, the outstanding balance was \$1.8 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on January 17, 2018 to review labor reports for this quarter to ensure costs attributed to the one percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on April 18, 2018, to conduct this quarterly review.

Taxpayer Oversight Committee

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

- Ensure all transportation revenue collected from M2 is spent on the projects approved by the voters as part of the plan
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval
- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of M2 before receipt of any tax monies for local projects
- Hold annual public meetings regarding the expenditure and status of funds generated by M2
- Review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of M2 sales tax monies
- Annually certify whether M2 funds have been spent in compliance with the plan.

PROGRAM MANAGEMENT

The TOC met on October 10, 2017, to review and vote on the Annual Eligibility Review Subcommittee Eligibility Report, and to hear presentations on the I-405 Improvement Project, the most recent M2 sales tax forecasts and the Next 10 Market Conditions and Risk Analysis. OCTA staff also provided the committee with information on OC Go, the new public-facing Measure M identity. The December 12, 2017, TOC meeting was canceled.

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

M2 FINANCING AND SCHEDULE OF FUNDING ▼

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

Revenue Forecast and Collection

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

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

PROGRAM MANAGEMENT

Current Forecast

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

Final sales tax receipts through the first quarter of fiscal year 2017-18 (September 30, 2017) were received at the end of the second quarter (December 2017) and reflected a growth in sales tax revenue of 3.82 percent over the same period of the prior fiscal year. The growth is slightly greater than the budgeted sales tax growth rate of 3.3 percent for fiscal year 2017-18. Staff will continue to closely monitor sales tax receipts.

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2017 (Unaudited) Schedule 1

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2017	Year to Date Dec 31, 2017 (A)	Period from Inception to Dec 31, 2017 (B)
Revenues:			
Sales taxes	\$ 83,754	\$ 161,752	\$ 1,920,841
Other agencies' share of Measure M2 costs:			
Project related	21,818	45,624	591,976
Non-project related	-	-	454
Interest:			
Operating:			
Project related	280	342	470
Non-project related	2,137	4,666	23,729
Bond proceeds	-	823	45,717
Debt service	31	49	172
Commercial paper	-	-	393
Right-of-way leases	-	-	907
Proceeds on sale of assets held for resale	2,075	2,075	8,879
Donated assets held for resale	-	-	2,071
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	<u>110,095</u>	<u>215,331</u>	<u>2,595,979</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	901	1,801	21,292
Professional services:			
Project related	9,141	9,292	320,650
Non-project related	1,949	2,031	19,229
Administration costs:			
Project related	2,228	4,457	57,914
Non-project related:			
Salaries and Benefits	640	1,280	21,280
Other	1,235	2,470	34,048
Other:			
Project related	-	5	4,854
Non-project related	22	43	3,935
Payments to local agencies:			
Project related	22,659	43,829	775,103
Capital outlay:			
Project related	69,530	116,419	747,386
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	34,560
Interest on long-term debt and commercial paper	10	10,529	147,408
Total expenditures	<u>108,315</u>	<u>192,156</u>	<u>2,187,690</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,780</u>	<u>23,175</u>	<u>408,289</u>
Other financing sources (uses):			
Transfers out:			
Project related	(2,786)	(3,654)	(33,571)
Transfers in:			
Project related	-	1,973	81,481
Non-project related	-	(1,973)	-
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(2,786)</u>	<u>(3,654)</u>	<u>406,503</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (1,006)</u>	<u>\$ 19,521</u>	<u>\$ 814,792</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2017 (Unaudited) Schedule 2

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2017 (actual)	Year to Date Dec 31, 2017 (actual) (C.1)	Period from Inception through Dec 31, 2017 (actual) (D.1)	Period from January 1, 2018 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Revenues:					
Sales taxes	\$ 83,754	\$ 161,752	\$ 1,920,841	\$ 11,568,278	\$ 13,489,119
Operating interest	2,137	4,666	23,729	172,604	196,333
Subtotal	<u>85,891</u>	<u>166,418</u>	<u>1,944,570</u>	<u>11,740,882</u>	<u>13,685,452</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	<u>85,891</u>	<u>166,418</u>	<u>1,945,124</u>	<u>11,740,882</u>	<u>13,686,006</u>
Administrative expenditures:					
SBOE fees	901	1,801	21,292	173,594	194,886
Professional services	1,949	2,031	15,453	82,153	97,606
Administration costs :					
Salaries and Benefits	640	1,280	21,280	115,664	136,944
Other	1,235	2,470	34,048	192,141	226,189
Other	22	43	3,935	22,294	26,229
Capital outlay	-	-	31	-	31
Environmental cleanup	2,528	3,022	31,361	231,329	262,690
Total expenditures	<u>7,275</u>	<u>10,647</u>	<u>127,400</u>	<u>817,175</u>	<u>944,575</u>
Net revenues	<u>\$ 78,616</u>	<u>\$ 155,771</u>	<u>\$ 1,817,724</u>	<u>\$ 10,923,707</u>	<u>\$ 12,741,431</u>
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,885,000	\$ 2,243,593
Interest revenue from bond proceeds	-	823	45,717	98,383	144,100
Interest revenue from debt service funds	31	49	172	4,739	4,911
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>31</u>	<u>872</u>	<u>404,875</u>	<u>1,988,122</u>	<u>2,392,997</u>
Financing expenditures and uses:					
Professional services	-	-	3,776	13,195	16,971
Bond debt principal	-	-	34,560	2,199,123	2,233,683
Bond debt and other interest expense	10	10,529	147,408	995,101	1,142,509
Total financing expenditures and uses	<u>10</u>	<u>10,529</u>	<u>185,744</u>	<u>3,207,419</u>	<u>3,393,163</u>
Net bond revenues (debt service)	<u>\$ 21</u>	<u>\$ (9,657)</u>	<u>\$ 219,131</u>	<u>\$ (1,219,297)</u>	<u>\$ (1,000,166)</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2017 (Unaudited) Schedule 3

Project	Description	Net Revenues through Dec 31, 2017	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 71,644	\$ 502,207
B	I-5 Santa Ana/SR-55 to El Toro	45,762	320,770
C	I-5 San Diego/South of El Toro	95,579	669,963
D	I-5 Santa Ana/San Diego Interchange Upgrades	39,329	275,679
E	SR-22 Garden Grove Freeway Access Improvements	18,293	128,223
F	SR-55 Costa Mesa Freeway Improvements	55,792	391,079
G	SR-57 Orange Freeway Improvements	39,436	276,426
H	SR-91 Improvements from I-5 to SR-57	21,341	149,593
I	SR-91 Improvements from SR-57 to SR-55	63,490	445,039
J	SR-91 Improvements from SR-55 to County Line	53,689	376,333
K	I-405 Improvements between I-605 to SR-55	163,535	1,146,310
L	I-405 Improvements between SR-55 to I-5	48,734	341,606
M	I-605 Freeway Access Improvements	3,049	21,370
N	All Freeway Service Patrol	22,866	160,278
	Freeway Mitigation	39,081	273,941
	Subtotal Projects	781,620	5,478,817
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 781,620	\$ 5,478,817
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 181,775	\$ 1,274,159
P	Regional Traffic Signal Synchronization Program	72,707	509,641
Q	Local Fair Share Program	327,190	2,293,457
	Subtotal Projects	581,672	4,077,257
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 581,672	\$ 4,077,257
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2017 (Unaudited) Schedule 3

Expenditures through Dec 31, 2017 (J)	Reimbursements through Dec 31, 2017 (K)	Net M2 Cost (L)
\$ 6,263	\$ 1,991	\$ 4,272
7,413	4,335	3,078
106,625	41,418	65,207
1,853	527	1,326
4	-	4
9,404	344	9,060
46,756	11,289	35,467
34,491	824	33,667
19,729	2,390	17,339
6,932	5,294	1,638
233,667	22,643	211,024
8,025	4,893	3,132
1,407	16	1,391
2,186	-	2,186
49,851	2,355	47,496
<hr/>	<hr/>	<hr/>
534,606	98,319	436,287
38,400	-	38,400
<hr/>	<hr/>	<hr/>
\$ 573,006	\$ 98,319	\$ 474,687
		35.8%
<hr/>	<hr/>	<hr/>
\$ 685,396	\$ 422,937	\$ 262,459
42,877	4,879	37,998
307,166	77	307,089
<hr/>	<hr/>	<hr/>
1,035,439	427,893	607,546
42,650	-	42,650
<hr/>	<hr/>	<hr/>
\$ 1,078,089	\$ 427,893	\$ 650,196
		49.0%
<hr/>	<hr/>	<hr/>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2017 (Unaudited) Schedule 3

Project	Description	Net Revenues through Dec 31, 2017	Total Net Revenues
(G)		(H)	(I)
<i>(\$ in thousands)</i>			
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 168,703	\$ 1,270,769
S	Transit Extensions to Metrolink	160,463	1,124,773
T	Metrolink Gateways	27,646	65,124
U	Expand Mobility Choices for Seniors and Persons with Disabilities	57,263	441,811
V	Community Based Transit/Circulators	36,345	254,761
W	Safe Transit Stops	4,012	28,119
	Subtotal Projects	454,432	3,185,357
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 454,432	\$ 3,185,357
	%		
Measure M2 Program			
		\$ 1,817,724	\$ 12,741,431
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 38,891	\$ 273,709
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 38,891	\$ 273,709
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 28,813	\$ 202,337
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 19,446	\$ 136,855
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2017 (Unaudited) Schedule 3

Expenditures through Dec 31, 2017 (J)	Reimbursements through Dec 31, 2017 (K)	Net M2 Cost (L)
\$ 165,877	\$ 95,932	\$ 69,945
15,484	2,133	13,351
98,212	60,956	37,256
53,467	88	53,379
4,757	415	4,342
275	26	249
338,072	159,550	178,522
23,852	-	23,852
<u>\$ 361,924</u>	<u>\$ 159,550</u>	<u>\$ 202,374</u>
		15.2%
<u><u>\$ 2,013,019</u></u>	<u><u>\$ 685,762</u></u>	<u><u>\$ 1,327,257</u></u>
<u>\$ 31,361</u>	<u>\$ 292</u>	<u>\$ 31,069</u>
<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 31,361</u>	<u>\$ 292</u>	<u>\$ 31,069</u>
		1.6%
<u>\$ 21,292</u>	<u>\$ -</u>	<u>\$ 21,292</u>
		1.1%
<u>\$ 21,280</u>	<u>\$ 1,834</u>	<u>\$ 19,446</u>
		1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2nd Quarter FY 2017/18	FUNDS TO DATE
ALISO VIEJO	\$110,211	\$3,804,516
ANAHEIM	\$973,916	\$33,114,470
BREA	\$155,700	\$5,523,675
BUENA PARK	\$235,866	\$8,767,107
COSTA MESA	\$405,346	\$13,933,448
CYPRESS	\$143,692	\$5,150,410
DANA POINT	\$95,306	\$3,153,553
FOUNTAIN VALLEY	\$171,034	\$6,015,651
FULLERTON	\$359,875	\$12,538,276
GARDEN GROVE	\$411,940	\$14,367,544
HUNTINGTON BEACH	\$536,505	\$18,697,256
IRVINE	\$774,303	\$25,526,039
LAGUNA BEACH	\$72,065	\$2,454,523
LAGUNA HILLS	\$94,346	\$3,286,453
LAGUNA NIGUEL	\$184,706	\$6,461,335
LAGUNA WOODS	\$34,615	\$1,236,861
LA HABRA	\$144,167	\$5,097,539
LAKE FOREST	\$221,878	\$7,570,593

LOCAL FAIR SHARE

ENTITY	2nd Quarter FY 2017/18	FUNDS TO DATE
LA PALMA	\$41,576	\$1,641,247
LOS ALAMITOS	\$36,050	\$1,249,556
MISSION VIEJO	\$256,825	\$9,041,542
NEWPORT BEACH	\$302,695	\$10,577,540
ORANGE	\$457,785	\$15,847,752
PLACENTIA	\$132,196	\$4,578,459
RANCHO SANTA MARGARITA	\$116,625	\$4,089,496
SAN CLEMENTE	\$158,987	\$5,372,634
SAN JUAN CAPISTRANO	\$104,828	\$3,660,177
SANTA ANA	\$779,536	\$26,770,359
SEAL BEACH	\$65,972	\$2,452,227
STANTON	\$82,506	\$2,902,463
TUSTIN	\$251,612	\$8,575,522
VILLA PARK	\$14,509	\$503,257
WESTMINSTER	\$237,900	\$8,242,954
YORBA LINDA	\$167,004	\$5,779,563
COUNTY UNINCORPORATED	\$537,902	\$17,762,013
TOTAL M2 FUNDS	\$8,869,977	\$305,746,008

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule (Planned/Forecasted)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
FREEWAY PROJECTS					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Feb-20
Project A Cost/Schedule Risk	\$39.9	Jun-11	Jun-15	Jul-18	Sep-20
I-5, I-405 to SR-55	TBD	May-14	TBD	TBD	TBD
Project B	TBD	May-14	TBD	TBD	TBD
I-5, Avenida Pico to Avenida Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$85.8	Jun-09	Jun-11	Dec-14	Apr-18
I-5, Avenida Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$71.4	Jun-09	Jun-11	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C Cost/Schedule Risk	\$71.2	Jun-09	Jun-11	Dec-13	Apr-18
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Jan-24
Project C & D Cost/Schedule Risk	\$190.5	Oct-11	Mar-15	Oct-19	Oct-24
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D Cost/Schedule Risk	\$191.0	Oct-11	Nov-14	Dec-18	Aug-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C Cost/Schedule Risk	\$166.5	Oct-11	Mar-15	Apr-20	May-24
I-5, El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D	TBD	Apr-17	TBD	TBD	TBD
I-5, Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$75.1	Sep-05	Jan-09	Aug-12	Jan-16

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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule (Planned/Forecasted)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
I-5, Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Jan-14	Sep-15	Sep-16
SR-55, I-405 to I-5	TBD	Feb-11	TBD	Jul-21	Aug-25
Project F Cost/Schedule Risk	\$410.9	May-11	Sep-17	Jul-21	Aug-25
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	Dec-16	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	TBD	TBD	TBD
Project G	TBD	Apr-16	TBD	TBD	TBD
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	\$38.5	Apr-08	Aug-08	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	May-09	Sep-17	Oct-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	\$52.6	Aug-05	Feb-08	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	\$55.5	Aug-05	Feb-08	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Oct-14	Mar-18	May-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G Cost/Schedule Risk	TBD	Jul-20	TBD	TBD	TBD

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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule (Planned/Forecasted)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.7	Jul-07	Mar-10	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Nov-14	Mar-17	Nov-17
SR-91, SR-55 to SR-57	TBD	Jan-15	TBD	TBD	TBD
Project I Cost/Schedule Risk	TBD	Jan-15	TBD	TBD	TBD
SR-91 (WB), SR-55 to Tustin Avenue Interchange	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.8	Jul-08	Jun-11	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.6	Jul-07	Apr-09	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	May-12	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11
I-405, SR-73 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	TBD	TBD	TBD
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	Aug-16	TBD	TBD	TBD

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		Begin Environmental	Begin Design	Begin Construction	Complete Construction
GRADE SEPARATION PROJECTS					
Kraemer Boulevard Railroad Grade Separation (Placentia)	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	\$63.4	Jan-01	Feb-09	Sep-11	Dec-14
Lakeview Avenue Railroad Grade Separation (Anaheim/Placentia)	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$107.4	Jan-01	Feb-09	Nov-13	Jun-17
Orangethorpe Avenue Railroad Grade Separation (Anaheim/Placentia)	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$108.6	Jan-01	Feb-09	Jan-13	Oct-16
Placentia Avenue Railroad Grade Separation (Placentia)	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.6	Jan-01	Jan-09	Jul-11	Dec-14
Raymond Avenue Railroad Grade Separation (Fullerton)	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O Cost/Schedule Risk	\$124.8	Feb-09	Mar-10	Feb-14	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O Cost/Schedule Risk	\$97.0	Dec-08	Jul-06	Feb-14	Jan-18
Tustin Avenue/Rose Drive Railroad Grade Separation (Anaheim/Placentia)	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$98.3	Jan-01	Feb-09	Feb-13	Oct-16
Sand Canyon Avenue Railroad Grade Separation (Irvine)	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.8	N/A	Jan-04	Feb-11	Jan-16
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD
Project R	TBD	Oct-14	TBD	TBD	TBD

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		Begin Environmental	Begin Design	Begin Construction	Complete Construction
RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Jan-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
Anaheim Canyon Metrolink Station	\$27.9	Jan-16	TBD	TBD	TBD
Project R	\$27.9	Jan-16	Feb-18	Sep-19	Dec-20
Fullerton Transportation Center - Elevator Improvements	\$3.5	N/A	Jan-12	Sep-14	Mar-17
Project R Cost/Schedule Risk	\$4.6	N/A	Jan-12	Apr-15	Sep-18
Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
Project R	\$5.2	Jul-13	Jul-13	Oct-15	Sep-17
Orange Transportation Center Metrolink Parking Structure	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
Project R Cost/Schedule Risk	\$32.3	Dec-09	Nov-10	Jun-17	Feb-19
Placentia Metrolink Station Improvements and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R Cost/Schedule Risk	\$34.8	Jan-03	Oct-08	Nov-18	Jun-20
Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Jan-19
Project R Cost/Schedule Risk	\$30.8	Aug-11	Mar-15	Nov-18	Dec-20
Anaheim Regional Transportation Intermodal Center (ARTIC)	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Jun-09	Sep-12	Dec-14

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January 2018

FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS

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

TRANSIT PROJECTS

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

OC GO PROJECTS NOT SHOWN

- Project N:** Freeway Service Patrol
- Project O:** Streets & Roads - Regional Capacity Program
- Project Q:** Local Fair Share Program
- Project R:** Grade crossing and Trail Safety Enhancements
- Project S:** Metrolink Service Expansion Program

- Project U:** Senior Mobility Program (SMP), Senior Non-emergency Medical Transportation Program (SNEMT), and Fare Stabilization Programs
- Project V:** Community Based Transit/Circulators
- Project W:** Safe Transit Stops
- Project X:** Environmental Cleanup Program