



# OCGO

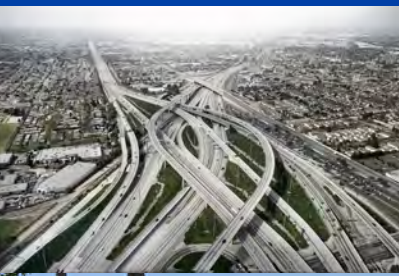
*Local Tax Dollars at Work*

## MEASURE M2 QUARTERLY PROGRESS REPORT

First Quarter of Fiscal Year 2020 – 21  
July 1, 2020 through September 30, 2020

### First Quarter Highlights:

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







## MEASURE M2 PROGRESS REPORT

### SUMMARY

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by the M2 Ordinance No. 3, a quarterly report covering activities from July 1, 2020, through September 30, 2020, is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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



The cover photo shows the opening of all HOV lanes on I-5, SR-55 to SR-57. This project increased HOV capacity by adding a second HOV lane in both directions. Both northbound and southbound lanes opened to traffic in August 2020. *(Photo credit: Brooke Duthie)*



## MEASURE M2 PROGRESS REPORT

### TABLE OF CONTENTS

Section	Project	Page
<b>Abbreviations</b>		<a href="#">i</a>
<b>Project Schedules</b>		<a href="#">iii</a>
<b>M2 Delivery Risk Update</b>		<a href="#">1</a>
<b>Next 10 Plan Update</b>		<a href="#">3</a>
<b>Freeway Program (Projects A-N)</b>		<a href="#">7</a>
Interstate 5 (I-5) Projects	[A-D]	<a href="#">7</a>
State Route 22 (SR-22) Projects	[E]	<a href="#">10</a>
State Route 55 (SR-55) Projects	[F]	<a href="#">11</a>
State Route 57 (SR-57) Projects	[G]	<a href="#">11</a>
State Route 91 (SR-91) Projects	[H-J]	<a href="#">13</a>
Interstate 405 (I-405) Projects	[K-L]	<a href="#">16</a>
Interstate 605 (I-605) Projects	[M]	<a href="#">17</a>
Freeway Service Patrol	[N]	<a href="#">17</a>
<b>Streets and Roads (Project O, P and Q)</b>		<a href="#">18</a>
Regional Capacity Program	[O]	<a href="#">18</a>
Regional Traffic Signal Synchronization Program	[P]	<a href="#">21</a>
Local Fair Share Program	[Q]	<a href="#">21</a>
<b>Transit Programs (Projects R, S, T, U, V and W)</b>		<a href="#">23</a>
High Frequency Metrolink Service	[R]	<a href="#">23</a>
Transit Extensions to Metrolink	[S]	<a href="#">28</a>
Metrolink Gateways	[T]	<a href="#">29</a>
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	<a href="#">30</a>
Community Based Transit/Circulators	[V]	<a href="#">31</a>
Safe Transit Stops	[W]	<a href="#">32</a>
<b>Environmental (Project X and Freeway Mitigation Program)</b>		<a href="#">33</a>
Environmental Cleanup	[X]	<a href="#">33</a>
Freeway Mitigation Program (part of Projects A - M)		<a href="#">34</a>
<b>Program Management Office</b>		<a href="#">37</a>
<b>M2 Financing and Schedule of Funding</b>		<a href="#">42</a>
<b>Local Fair Share - M2 Funding by Agency</b>		<a href="#">49</a>
<b>Capital Action Plan - Capital Project Status</b>		<a href="#">51</a>





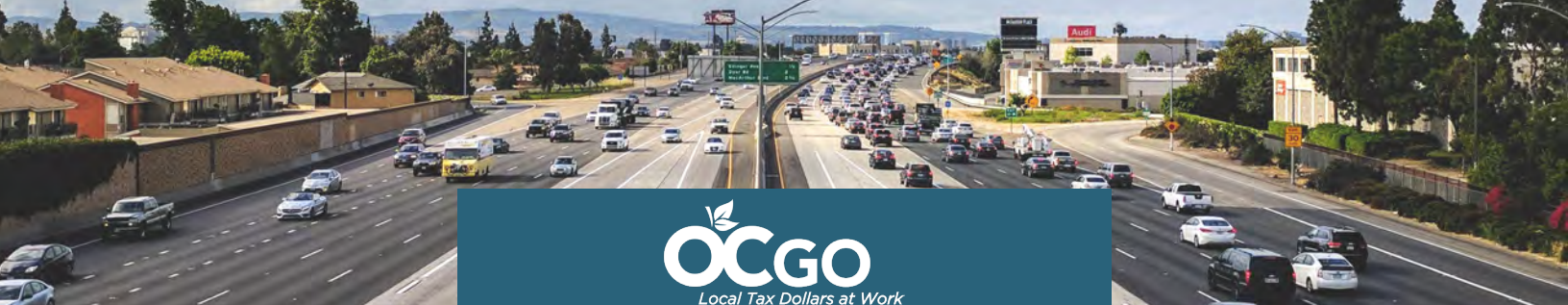
## COMMON ABBREVIATIONS

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



## COMMON ABBREVIATIONS

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



  
**MEASURE M2 PROJECT SCHEDULES**

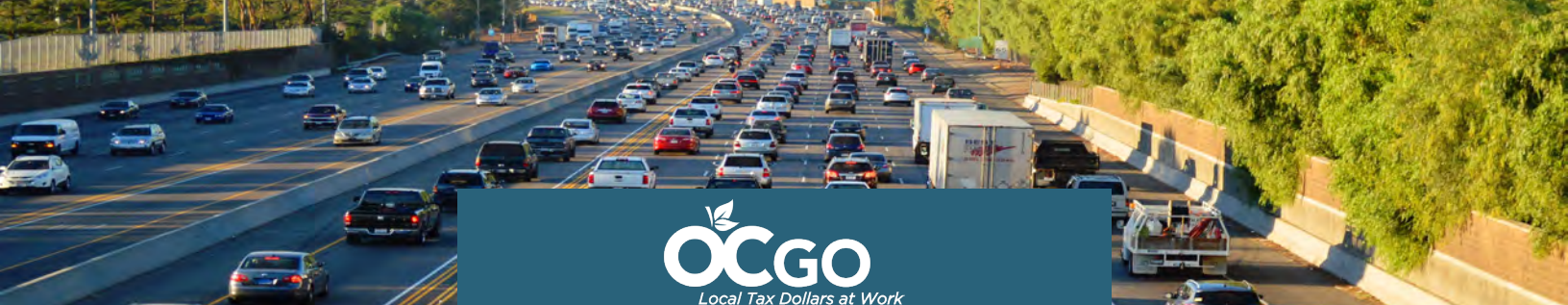
					
Conceptual	Environmental	Design, Advertise, & Award	Design-Build	Construction	Complete

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
<b>A</b> I-5, SR-55 to SR-57															
<b>B</b> I-5, I-405 to Yale Avenue															
<b>B</b> I-5, Yale Avenue to SR-55															
<b>C,D</b> I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange															
<b>C</b> I-5, Avenida Vista Hermosa to Pacific Coast Highway															
<b>C</b> I-5, Pacific Coast Highway to San Juan Creek Road															
<b>C,D</b> I-5, SR-73 to Oso Parkway/Avery Parkway Interchange															
<b>C,D</b> I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange															
<b>C</b> I-5, Alicia Parkway to El Toro Road															
<b>D</b> I-5, El Toro Interchange (Further Schedule TBD)															
<b>D</b> I-5, Ortega Interchange															
<b>E</b> SR-22, Access Improvements	<i>Completed in 2008</i>														
<b>F</b> SR-55, I-405 to I-5															
<b>F</b> SR-55, I-5 to SR-91 (Further Schedule TBD)															
<b>G</b> SR-57 NB, Katella Avenue to Lincoln Avenue															
<b>G</b> SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard															
<b>G</b> SR-57 NB, Yorba Linda Boulevard to Lambert Road															
<b>G</b> SR-57 NB, Lambert Road to Tonner Canyon Road (TBD)															
<b>G</b> SR-57, Orangewood Avenue to Katella Avenue (Further Schedule TBD)															
<b>H</b> SR-91 WB, I-5 to SR-57															
<b>I</b> SR-91 WB, SR-55 to Tustin Avenue Interchange															
<b>I</b> SR-91, SR-55 to Lakeview Avenue															
<b>I</b> SR-91, La Palma to SR-55															
<b>I</b> SR-91, Acacia Street to La Palma															

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

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





## MEASURE M2 PROJECT SCHEDULES

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
J	SR-91, SR-55 to SR-241	■														
J	SR-91, SR-241 to SR-71	Completed in 2011														
J	SR-91, SR-241 to I-15 (TBD)															
K	I-405, SR-55 to I-605	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
L	I-405, I-5 to SR-55 (Further Schedule TBD)			■	■	■	■	■								
M	I-605, Katella Avenue Interchange					■	■	■		■	■	■	■	■		
O	Kraemer Boulevard Grade Separation (Placentia)	■	■													
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	■	■	■	■	■	■									
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	■	■	■	■	■	■									
O	Placentia Avenue Grade Separation (Placentia)	■	■													
O	Raymond Avenue Grade Separation (Fullerton) <sup>1</sup>	■	■	■	■	■	■	■								
O	State College Blvd Grade Separation (Fullerton) <sup>1</sup>	■	■	■	■	■	■	■								
O	Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia)	■	■	■	■	■	■									
R	Sand Canyon Grade Separation (Irvine)	■	■	■	■	■	■									
R	Rail-Highway Grade Crossing Safety Enhancement	Completed in 2011														
R	San Clemente Beach Trail Safety Enhancements	■	■													
R	Anaheim Canyon Metrolink Station Improvements					■	■	■	■	■	■	■	■	■		
R	Fullerton Transportation Center Improvements	■	■			■	■	■	■	■	■	■	■	■		
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	■	■	■	■	■	■	■								
R	Orange Transportation Center Metrolink Parking Structure	■	■	■	■	■	■	■								
R	Placentia Metrolink Station Improvements and Parking Structure	■	■	■	■	■	■	■		■	■	■	■	■		
R	San Clemente Pier Station Lighting					■	■	■								
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project	■	■	■	■	■	■	■	■	■	■	■	■	■		
R	Tustin Metrolink Station Parking Structure	Completed in 2011														
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC) <sup>1</sup>	■	■	■	■	■	■	■								
S	OC Streetcar	■	■	■	■	■	■	■	■	■	■	■	■	■	■	

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

<sup>1</sup> 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 Plan) that the Measure M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk	Explanation	Proposed Action
<b>Financial</b>		
1	The 2020 preliminary M2 revenue forecast of \$11.6 billion was presented in August 2020. This decrease is a result of the unprecedented coronavirus (COVID-19) pandemic. The timing of projects and funding program allocations may need to be reevaluated.	COVID-19 has introduced a new risk to the program. The extent of the economic impacts of COVID-19 will require a review of capital project and competitive funding program cash flows as updated revenue forecasts become available.
2	Inability to scale the Freeway Program to available revenue and still deliver the M2 commitments.	A preliminary sales tax forecast of \$11.6 billion was presented to the Board in August 2020. The final 2020 M2 revenue forecast is anticipated to be presented to the Board in October 2020. Staff will incorporate the final forecasted number along with updated project costs and external funding into the M2 cash flow and present the Board options to address any impacts.
3	Schedule and scope changes on critical capital projects impacting delivery and project costs.	OCTA will work closely with Caltrans to apply value engineering strategies on projects to manage costs.
4	Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue.	Changes as a result of updated highway standards or issues identified in the field regularly impact scope and schedule and ultimate costs.
		Work closely with Caltrans and project contractors to limit changes in scope and schedule to a minimum. Work with Caltrans to approve additional lane closures and longer work windows where possible.
		Operational cost of Metrolink service continue to grow as the system ages, track-sharing arrangements with BNSF are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue has been greatly impacted in Orange County.
		Metrolink is working with member agencies on a “new normal” campaign to develop a phased recovery plan framework and ridership recovery scenarios. Staff will work closely with Metrolink and OCTA partners to ensure cost increases are minimized, while seeking external revenue. Metrolink received \$65 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security (CARES) Act, which alleviates some concerns in the short-term.





## MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
<p><b>5</b> The Next 10 Plan Market Conditions Forecast and Risk Analysis showed a cooling of the prior increasing cost environment. Current events may cause this to further change during the Next 10 Plan delivery years.</p>	<p>OCTA's economic consultants forecasted a cooling of cost pressures over the next two fiscal years. The economic impacts from COVID-19 may further affect cost pressures.</p>	<p>OCTA will continue to monitor market conditions affecting project costs. A fall update is anticipated to be presented to the Board in November 2020. If cost pressures significantly decline, this could provide an opportunity to address potential COVID-19 related revenue impacts.</p>
<b>Resource</b>		
<p><b>6</b> Substantial work underway in the region has resulted in significant demand for professional and skilled labor which can impact delivery given the volume of the M2 capital program.</p>	<p>The economic impacts of COVID-19 and changes in unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise but if addition labor resources are available it may temper costs and reduce delivery risk.</p>	<p>OCTA will monitor impacts of COVID-19 on the labor market. Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met.</p>
<p><b>7</b> New operational responsibilities with the OC Streetcar.</p>	<p>With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a successful track record in operating various transportation systems including both a fixed and demand-based bus network.</p>	<p>To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases of the OC Streetcar.</p>
<b>Regulatory</b>		
<p><b>8</b> New federal and statewide directives create additional limitations for use of transportation dollars which could affect freeway projects.</p>	<p>New directives with greenhouse gas reductions and managed lane corridors focus, as well as an emphasis on transit, provides new hurdles that eliminate some sources of funding for M2 freeway improvements.</p>	<p>OCTA is tracking the new directives to ensure that M2 projects stay true to the voter commitment and compete for funding as appropriate.</p>



## MEASURE M2 PROGRESS REPORT

### Next 10 Delivery Plan ▼

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

On November 14, 2016, the Board approved the Next 10 Delivery Plan (Next 10 Plan), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. On August 24, 2020, the 2020 preliminary M2 sales tax revenue forecast of \$11.6 billion was presented to the Board. This represents a \$1.8 billion reduction from the sales tax forecast of \$13.4 billion assumed in the 2019 Next 10 Plan. The decrease in taxable sales is due to the cascading effects of the COVID-19 pandemic on the economy. OCTA’s conservative approach to financial planning has allowed for all M2 projects that are currently underway to continue as planned in FY 2020-21. The final 2020 M2 revenue forecast is anticipated to be presented to the Board in October 2020. The final forecasted number along with updated schedules, project estimates and assumptions will be incorporated into the 2020 Next 10 Plan which is anticipated to be presented to the Board in early 2021.

### Next 10 Plan Deliverables

The Next 10 Plan is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period. With four years of the ten-year plan complete, progress on the ten deliverables and accomplishments to date is provided. Significant progress has been made, with projects completing construction, projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs. Staff is monitoring the impacts of the COVID-19 pandemic on the Next 10 Plan delivery commitments and will report to the Board as appropriate.

#### **1. Deliver \$3.5 billion of freeway improvements approved through construction (Projects A-M).**

The M2 freeway program is currently made up of 30 projects or project segments (projects). At the point of Next 10 Plan adoption, nine of the 30 total projects were completed for a total cost of \$463 million. Deliverable 1 includes 12 of the 30 projects to be delivered (or underway) within the Next 10 Plan timeframe including SR-91 between SR-57 to SR-55 (Project I), which is funded with 91 Express Lanes excess revenue. Together, the projects designated for completion (or near completion) by 2026 currently make up a \$3.1 billion delivery promise. The \$3.5 billion deliverable commitment includes prior completed projects. To date, three projects on I-5 between Avenida Pico and San Juan Creek Road opened to traffic, adding six miles of carpool lanes. The remaining nine segments are in design or construction. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.

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

The final nine remaining project segments (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2026, making them shelf-ready for further advancement. Using Board-adopted guiding principles, the 2019 updated Next 10 Plan identified five projects to be advanced through construction:





## MEASURE M2 PROGRESS REPORT

I-5 between I-405 and Yale Avenue (Project B), I-5 between Yale Avenue and SR-55 (Project B), SR-55 between I-5 and SR-91 (Project F), SR-57 Northbound from Orangewood Avenue to Katella Avenue (Project G), and I-605/ Katella Interchange (Project M). The remaining four projects have specific reasons related to the application of the guiding principles that require additional time prior to being advanced. In all, during the Next 10 Plan time period, approximately \$4.3 billion in freeway improvements promised to the voters in M2 will be completed or underway by 2026. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.

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

Since the adoption of the Next 10 Plan in November 2016, OCTA has awarded approximately \$126 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, \$228.5 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to \$355 million.

On August 10, 2020, the Board authorized the 2021 call for projects (call), providing up to \$30 million for both Project O (\$22 million) and Project P (\$8 million) in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications are due on October 22, 2020 and based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) Guidelines, projects will be prioritized for Board consideration in spring 2021. Additionally, all seven bridges included in the OC Bridges program are complete. For more details, see the project updates on [page 18](#).

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

In October 2019, three weekday intracounty round trips operating between Laguna Niguel/Mission Viejo and Fullerton were replaced with two round trips between Laguna Niguel/Mission Viejo (extended from Fullerton) into Los Angeles. Schedules for the extended service were developed consistent with existing schedules. Additional service changes were scheduled to be implemented in April 2020, however, due to the COVID-19 pandemic, it has now been postponed until full service is reinstated.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identified six projects to be completed by 2026: 1) Laguna Niguel/ Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) ramps (completed September 2017), 2) Orange Metrolink Station Parking Structure (completed February 2019), 3) Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF construction and maintenance agreement being in place), 4) Anaheim Canyon Metrolink Station Improvement Project (construction to begin in February 2021 with completion anticipated in mid-2022), 5) Fullerton Transportation Center elevators (completed May 2019), and 6) San Clemente Pier Metrolink/Amtrak Station Lighting Project (completed March 2017). For more details, see the project updates on [page 23](#).



## MEASURE M2 PROGRESS REPORT

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

#### OC Streetcar

With strong FTA support for the project, a FFGA was executed in November 2018. The streetcar construction contract has been executed and Notice to Proceed was issued on March 4, 2019, and construction activities are underway. The streetcar vehicle manufacturing contract has been executed and the notice to proceed has been issued. Activities this quarter included coordination with third parties on utility relocation, deck pour on the Westminster and Santa Ana River bridges, hand digging and surveying of the Overhead Contact System (OCS) pole foundations, welding of rail sticks into rail strings, inspection of the first article for the vehicle truck assembly, reviewed final design of the remaining vehicle components and continued coordination with the FTA. Construction is anticipated to be complete in 2022. See [page 28](#) for more information.

#### Bristol Street Transit Corridor Study

The study is focused on Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro); and connections to the John Wayne Airport and the Santa Ana Regional Transportation Center. In prior quarters, the study analyzed existing conditions and future demand and developed six conceptual transit alternatives for the Bristol Street Corridor. In October 2019, the OCTA Board requested that further evaluation of the two streetcar alternatives be put on hold until the Board has an opportunity to review the Transit Master Plan short-term action plan. Therefore, no further analysis of streetcar alternatives has been done. This quarter, the team focused on completing the transportation forecast model for the four bus alternatives.

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

Approximately \$43.8 million has been provided for the SMP, the Senior Non- Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program 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).**

The Board has authorized four calls in total since Measure M2 inception, with two occurring since the adoption of the Next 10 Plan in November 2016. During the Next 10 Plan period, the Board awarded 15 projects for a total of \$15.3 million. This includes the fourth Project V call which was programmed by the OCTA Board on April 13, 2020. The Board programmed six local agency projects under the capital and operating reserve category and three local agency projects under the planning category for a combined total of approximately \$9.2 million.

Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP Guidelines revisions, workshops, and calls to fine-tune this program and facilitate successful project implementation, especially in light of the COVID-19 pandemic. For additional details and information on current project program performance and service, see [page 31](#).





## MEASURE M2 PROGRESS REPORT

### **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).**

Through three calls, the Board has approved Project W funds to support implementation of amenity improvements at busy transit stop locations on the OCTA system. Since Next 10 Plan adoption, the Board has programmed \$1.9 million in Project W funds. The program is designed to ease transfers between public transit lines and provide passenger amenities such as installation of benches or seating, shelters, improved lighting, and other passenger related amenities. See [page 32](#) for more information.

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

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

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves with annual deposits of approximately \$2.9 million. In July 2020, OCTA made the fifth endowment deposit. Quarterly investment reports are provided to the Board, with the most recent one in September 2020. The next report is anticipated to be presented to the Board in December 2020. As of September 30, 2020, the endowment balance is \$16,046,435. A reassessment of the M2 revenue stream, as well as the current Conservation Plan endowment balance, will need to be completed due to the COVID-19 pandemic. For more details, see the project updates on [page 34](#).

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

Since adoption of the Next 10 Plan in November 2016, OCTA has issued four calls for Tier 1 ECP projects. With three calls complete, the Board has awarded approximately \$7.6 million funding 39 projects. Programming recommendations for the fourth call will go to the Board in October 2020.

Due to the COVID-19 pandemic, staff is analyzing M2 revenue projections to determine if there is sufficient revenue to continue with annual Tier 1 calls of \$2.8 million moving forward. Staff will also be determining the timing of a future Tier 2 call. It was anticipated, prior to the most recent events, that a Tier 2 call could take place in FY 2021 or 2022. For more details, see the project updates on [page 33](#).



## FREWAYS

### INTERSTATE 5 (I-5) PROJECTS ▾

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

PROJECT A

**Status:** Construction Underway – 97% complete

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

**Summary:** This project will increase HOV capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 for approximately three miles in the City of Santa Ana. Construction began on February 20, 2019. During the quarter, construction activities included electrical work, signage installation, and construction of the median barrier. This work culminated in the opening of the second northbound HOV lane in July and the second southbound HOV lane in August. The project is anticipated to be completed in late 2020. The project team continues to work on final inspections and completing punch list items.

**I-5, I-405 to SR-55 is one project broken into two segments in early 2020. The Final Environmental Document (ED) was approved on January 7, 2020. The Design Standard Decision Document was approved on February 19, 2020 and the Final Project Report was approved on February 28, 2020. This project was approved by the Board in the 2019 updated Next 10 Plan to advance through construction.**

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

PROJECT B

**Status:** Environmental Phase Complete

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

**Summary:** The I-5, I-405 to Yale Avenue (Segment 1) project will add an additional general-purpose lane in both directions, improve interchanges, and replace and add new auxiliary lanes, where needed, in the City of Irvine. On June 8, 2020, the Board approved the Final Design Cooperative Agreement between OCTA and Caltrans for the I-5, I-405 to SR-55 Project. The Request for Proposals (RFP) for consultant final design services is anticipated to be released in late 2020. Final design services are anticipated to begin in mid to late 2021.

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

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

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

**Summary:** The I-5, Yale Avenue to SR-55 (Segment 2) project will add an additional general-purpose lane in both directions, improve interchanges, and replace and add new auxiliary lanes, where needed, in the cities of Irvine and Tustin. On June 22, 2020, the Board approved the RFP release for consultant final design services. This quarter, staff reviewed proposals. The recommendation for consultant selection is anticipated to be presented to the Board in November 2020. Final design services are anticipated to begin in Spring 2021.





## FREEWAYS

### PROJECT C AND PART OF PROJECT D

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

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

**Status:** PROJECT COMPLETE

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



**Summary:** This segment added a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa for approximately 0.7 miles in the City of San Clemente and included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D). The project also added bicycle lanes in both directions on Avenida Pico. Construction began in February 2015 and all three segments of the I-5 between Avenida Pico to San Juan Creek Road were opened to traffic on March 13, 2018. The project was officially completed on August 23, 2018, and the one-year plant establishment period for this segment was completed in May 2019.

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

**Status:** PROJECT COMPLETE

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



**Summary:** This segment added a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) for approximately 2.5 miles in the City of San Clemente, and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek Road were opened to traffic on March 13, 2018. The project was officially completed on July 31, 2017, and the one-year plant establishment period for this segment was completed in May 2018.

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

**Status:** PROJECT COMPLETE

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



**Summary:** This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road for approximately 2.5 miles in the cities of Dana Point, San Clemente, and San Juan Capistrano. Project improvements also reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek Road were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018, and the one-year plant establishment period for this segment was completed in March 2019.

## FREWAYS

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

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

**Status:** Construction Underway - 11%

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

**Summary:** This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a 2.2-mile general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). The project was awarded on December 19, 2019, and the first working day was March 10, 2020. During the quarter, the contractor completed clearing and grubbing activities and continued work on seven southbound and three northbound retaining walls. In addition, Caltrans and OCTA have continued coordinating utility work with San Diego Gas and Electric.

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

**Status:** Construction Underway – 30% 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 2.6-mile general-purpose lane in each direction and the reconstruction of the La Paz Road Interchange (part of Project D). The construction contract was awarded on April 4, 2019 and the first working day was May 29, 2019. Activities this quarter include the completion of two retaining walls, continued construction on six other retaining walls, grading of slopes on northbound I-5, and the completion of pile driving for the northbound off-ramp bridge. Staff continued coordination of the service contract with Southern California Regional Rail Authority/Metrolink, and with Caltrans on ROW and utility relocations.

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

**Status:** Design Complete. Construction Contract Awarded

**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 Laguna Hills, Laguna Woods, and Lake Forest. The proposed improvements include the extension of the second HOV lane between El Toro Road and Alicia Parkway in both northbound and southbound directions. The construction contract was awarded on September 23, 2020 with contract approval expected in October 2020. Negotiations for construction management services were completed and will be finalized next quarter.



## FREEWAYS

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

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

**Status:** PROJECT COMPLETE

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



PROJECT D

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

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

**Status:** Environmental Phase In Review

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

**Summary:** Caltrans is the lead in the environmental phase of this project, which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications in how existing on- and off-ramp intersections operate. The project area includes the cities of Laguna Hills, Laguna Woods and Lake Forest who are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities are not in consensus on a preferred alternative and costs identified for the remaining alternatives are significantly higher than the assumed cost in the Next 10 Plan, which creates additional challenges. The environmental phase was anticipated to be completed in late 2019, however without the cities' consensus, OCTA does not support finalization of the document. OCTA has requested Caltrans put completion of the ED on hold while a consultant is retained by OCTA to provide further assessment of the alternatives to help facilitate reaching agreement. Major activities this quarter included the selection of the consultant to provide the alternatives assessment study. The project kick-off meeting was held on September 16, 2020. The study is anticipated to be completed by March 2021.

## 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).



## FREWAYS

### STATE ROUTE 55 (SR-55) PROJECTS ▼

#### PROJECT F

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

**Status:** Design Phase Underway - 95% Complete

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

**Summary:** This project will widen SR-55 between I-405 and I-5 in the cities of Irvine, Santa Ana and Tustin. The improvements will include a four-mile general-purpose lane and a second HOV lane in both directions between the I-405 and I-5. Auxiliary lanes will be added and extended in some segments within the project limits. Through a cooperative agreement, Caltrans and OCTA's consultant initiated the design together and on July 19, 2019, the 95 percent design was completed. The cooperative agreement was subsequently revised to transfer the Supplemental Fact Sheet task from Caltrans to OCTA. The Final Supplemental Fact Sheet was submitted on July 24, 2020 and the final design submittal is anticipated in early 2021. Due to complex ROW challenges, ROW certification is anticipated to be completed by spring 2021 with construction beginning in early 2022. The first set of two resolutions of necessity were approved by the Board on September 14, 2020. The Board has approved \$103 million in federal funds and OCTA has received \$80 million in state funds through the 2018 State Transportation Improvement Plan (STIP). Caltrans has committed \$46.8 million in SHOPP funds and OCTA will seek to capture another \$70 million in future SB1 (Chapter 5, Statutes of 2017) funding to fully fund the project.

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

**Status:** Environmental Phase Complete

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

**Summary:** This project is studying approximately 7.5 miles of SR-55 between I-5 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The environmental study looked at the addition of one general-purpose lane in each direction between SR-22 and the I-5 and operational improvements between SR-22 and SR-91. The environment phase of the project was completed with the approval of the Design Standard Decision Document, the Final ED, and the Final Project Report documents on March 30, 2020. This project was approved by the Board in the 2019 updated Next 10 Plan to advance through construction. Funding availability to initiate design will be assessed as part of the 2020 update of the Next 10 Plan.

### STATE ROUTE 57 (SR-57) PROJECTS ▼

#### PROJECT G

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

**Status:** PROJECT COMPLETE

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



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





# FREWAYS

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project increased capacity and improved operations on northbound SR-57 with a new 2.5-mile northbound general-purpose lane between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton. In addition to the new lane, capital improvements include reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The project opened to traffic on April 28, 2014 and 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:** 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 project opened to traffic on September 23, 2013 and was completed on May 2, 2014.

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

**Status:** Schedule TBD

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

**Summary:** Caltrans previously completed a Project Study Report/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a northbound truck-climbing lane (approximately 2.5 miles) in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the county line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be complete at the end of 2021. Phase 2, which is the mainline improvements, was initially approved for STIP funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. The schedule for this project will be updated during the annual M2 cash flow review and Next 10 Plan update.





# FREEWAYS

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

**Status:** Environmental Phase Complete

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

**Summary:** This project studied the addition of a new one-mile northbound general-purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The northbound general-purpose lane would join the northbound general-purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. The Final ED and Final Project Report were approved on March 29, 2019. This project was approved by the Board in the 2019 updated Next 10 Plan to advance through construction. Funding availability to initiate design will be assessed as part of the 2020 update of the Next 10 Plan.

## 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 4.5-mile general-purpose lane in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The project was opened to traffic on March 7, 2016 and was completed on June 23, 2016.

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

**Status:** PROJECT COMPLETE

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



PROJECT I

**Summary:** This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim in the approximately two-mile area. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The project was opened to traffic on May 14, 2016 and was completed on July 15, 2016.



## FREEWAYS

**SR-91, between SR-55 and SR-57 is one project broken into three segments in late 2020. The Final ED was approved on June 22, 2020. The Design Standard Decision Document and the Final Project Report were both approved on June 24, 2020. This project was approved by the Board in the Next 10 Plan to advance through construction and will be funded with 91 Express Lanes excess revenue.**

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

**Status:** Design Phase Underway

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

**Summary:** The SR-91, SR-55 to Lakeview Avenue (Segment 1) project will provide westbound operational improvements which includes realignment of the existing westbound SR-91 on- and off-ramps, add a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This quarter, the design team performed surveys, collected existing information, and worked on geometric design.

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

**Status:** Design Phase Underway

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

**Summary:** The SR-91, La Palma Avenue to SR-55 (Segment 2) project will provide an additional eastbound general-purpose lane, replace the eastbound shoulder and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges. The design of this project was initiated on June 17, 2020. This quarter, the design team worked on obtaining permits, performed surveys, collected existing information and worked on geometric design.

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

**Status:** Environmental Phase Complete

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

**Summary:** The SR-91, Acacia Street to La Palma Avenue (Segment 3) project will provide westbound operational improvements by adding a fourth general-purpose lane along westbound SR-91 from the northbound SR-57 to westbound SR-91 connector, extend the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tie in to the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfigure the westbound SR-91 to SR-57 connector to provide dedicated

## FREWAYS

exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge would be replaced with a new bridge. The Board approved the RFP release for final design services on March 9, 2020 with proposals due on April 8, 2020. The consultant selection for design services was approved by the Board on July 13, 2020. The design of this project is anticipated to begin in late 2020.

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

**Status:** PROJECT COMPLETE

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



PROJECT J

**Summary:** This segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a much needed second eastbound exit lane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping and soundwalls. Completion of this project in March 2013 means a total of 18 lane miles have been added to SR-91 since December 2010. The project opened to traffic in December 2012 and was completed on March 5, 2013.

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

**Status:** PROJECT COMPLETE

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



**Summary:** 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 weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. The project opened to traffic on December 2, 2010 and was completed January 31, 2011. Because this project was shovel ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

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

**Status:** RCTC's Design-Build - Initial Phase Complete March 20, 2017. Alternatives Analysis Underway

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

**Summary:** Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project adds one general-purpose lane (bringing the total to six lanes in each direction) on SR-91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires constructing the improvements under multiple segments to coordinate improvements and to capitalize on available funding. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of OCTA's OC Go Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth





# FREEWAYS

delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general-purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC has been developing the 91 Corridor Operation Project to initiate construction in late 2020 and the project is anticipated to be complete in late 2021. In addition, OCTA and RCTC will be jointly conducting a feasibility study to determine how best to implement the sixth general-purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. On October 10, 2019, the RFP was released for the SR-91 (SR-241 to SR-71) Eastbound Geometric and Design Alternatives Analysis. The consultant recommendation was approved by the Board on February 10, 2020, and a Notice to Proceed was provided on May 5, 2020. The Alternatives Analysis is anticipated to be completed in August 2021.

## INTERSTATE 405 (I-405) PROJECTS ▼

### PROJECT K

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

**Status:** Design-Build Underway

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

**Summary:** OCTA and Caltrans are working together to widen I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach and Westminster in the approximately 16-mile project area. 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.<sup>1</sup>

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

<sup>1</sup>The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state and federal funds, with the express lanes portion of the project financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.



## FREEWAYS

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

PROJECT L

**Status:** Environmental Phase Complete

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

**Summary:** This project studied the addition of general-purpose lanes for approximately 8.5-miles along the I-405 corridor between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation and as a result of the effort, recommended adding one general-purpose lane in each direction. The final Project Report and ED were completed in August 2018. The Next 10 Plan sets direction through 2026 and is reviewed annually. As projects listed are completed, schedules and revenues are reviewed, the Board adopts an updated delivery plan providing direction on project advancement. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond 2026.

### INTERSTATE 605 (I-605) PROJECTS ▼

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

PROJECT M

**Status:** Environmental Phase Complete; Design Consultant Selected

**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 will include enhancements at the on- and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The final ED was approved in October 2018 and the final Project Report was approved in November 2018. This project was approved by the Board in the 2019 updated Next 10 Plan to advance through construction. The Board approved the release of the RFP for design services on April 13, 2020 and consultant selection on August 10, 2020. Design efforts are anticipated to begin in late 2020.

### FREEWAY SERVICE PATROL ▼

**Status:** Service Ongoing

PROJECT N

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

**Summary:** Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 16,507 services. Since June 2012, FSP has provided a total of 567,781<sup>2</sup> services on the Orange County freeway system.

<sup>2</sup>Service calculations are based on all services provided as FSP is funded by M2 and external sources.

## STREETS AND ROADS

### REGIONAL CAPACITY PROGRAM ▼

**Status:** 2021 Call Currently Open

PROJECT 0

**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, 155 projects totaling more than \$319<sup>3</sup> million, including \$24 million in external funding, have been awarded through ten calls by the Board. On August 10, 2020, the Board approved the release of the 2021 call for approximately \$22 million. The application deadline for the eleventh call will close on October 22, 2020 and programming recommendations are anticipated in the Spring of 2021.

<sup>3</sup>To date, 17 of the 191 phases awarded by OCTA totaling approximately \$22 million have been cancelled by the awarded local jurisdictions.

---

### OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in north Orange County. With all seven grade separations open to traffic, an OC Bridges completion ceremony was held on October 24, 2017. On July 13, 2020, the Board approved program closeout and budget adjustment to \$667.7 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include the closeout of two projects.

**Segment:** Kraemer Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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



**Summary:** The project located at Kraemer Boulevard railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014, to commemorate the opening. Project acceptance by the cities of Anaheim and 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 were obtained on June 2, 2017, and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items and close-out activities are completed. Staff presented recommendation for final claim resolution to the Board on July 22, 2019, which was approved. Funding reimbursement and closeout are completed.

**Segment:** Orangethorpe Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



**Summary:** The project located at Orangethorpe Avenue railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to June 2019 for some minor repair items. Funding reimbursement and closeout are completed.

**Segment:** Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



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



## STREETS AND ROADS

**Segment:** Raymond Avenue Grade Separation

**Status:** PROJECT COMPLETE

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



**Summary:** The project located at Raymond Avenue railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Raymond Avenue has been opened to traffic since October 2017. OCTA received construction acceptance on May 14, 2018. Activities this quarter include project closeout with BNSF and processing final invoices. Funding reimbursement and closeout are ongoing.

**Segment:** State College Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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



**Summary:** The project located at State College Boulevard railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. State College Boulevard was opened to through traffic on November 1, 2017. Construction acceptance and maintenance responsibilities from the City of Fullerton was obtained on March 7, 2018, and the one-year warranty began. Activities this quarter include processing final invoices. Funding reimbursement and closeout are ongoing.

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

**Status:** PROJECT COMPLETE

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



**Summary:** The project located at Tustin Avenue/Rose Drive railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge over the railroad crossing for vehicular traffic. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on the majority of constructed items. The one-year warranty was extended to November 2018 for some minor repair items. In November 2018, the warranty period expired with no additional issues or repairs identified. Funding reimbursement and closeout are completed.



## STREETS AND ROADS

### REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

**Status:** 2021 Call Currently Open

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

PROJECT P

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

To date, OCTA and local agencies have synchronized more than 2,800 intersections over more than 746 miles of streets (84 completed projects). Through ten calls, 101 projects totaling more than \$107.4 million have been awarded. Overall, OCTA has funded 120 projects<sup>4</sup> totaling more than \$132.3 million, including \$25.5 million in leveraged external funding.

On August 10, 2020, the Board approved \$8 million in funding for the 2021 call. For this cycle, OCTA is available to lead projects for local jurisdictions (if requested). The 2021 call closes on October 22, 2020, with programming recommendations anticipated in spring 2021.

Additionally, OCTA held its biannual Traffic Forum on September 30, 2020 in a virtual setting with over 70 attendees. Presentations included a summary of the 2021 CTFP Project O & P call, a detailed discussion on the Traffic Signal Synchronization Master Plan update, and a basic overview of COVID-19 impacts on RTSSP corridors.

<sup>4</sup>To date, three projects totaling approximately \$1.6 million have been canceled by the awarded local jurisdictions.

### LOCAL FAIR SHARE ▼

**Status:** Ongoing

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

PROJECT Q

**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 by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive Local Fair Share funds. On a bimonthly basis, 18 percent of net revenues are allocated to local agencies by formula. Approximately \$464.5 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

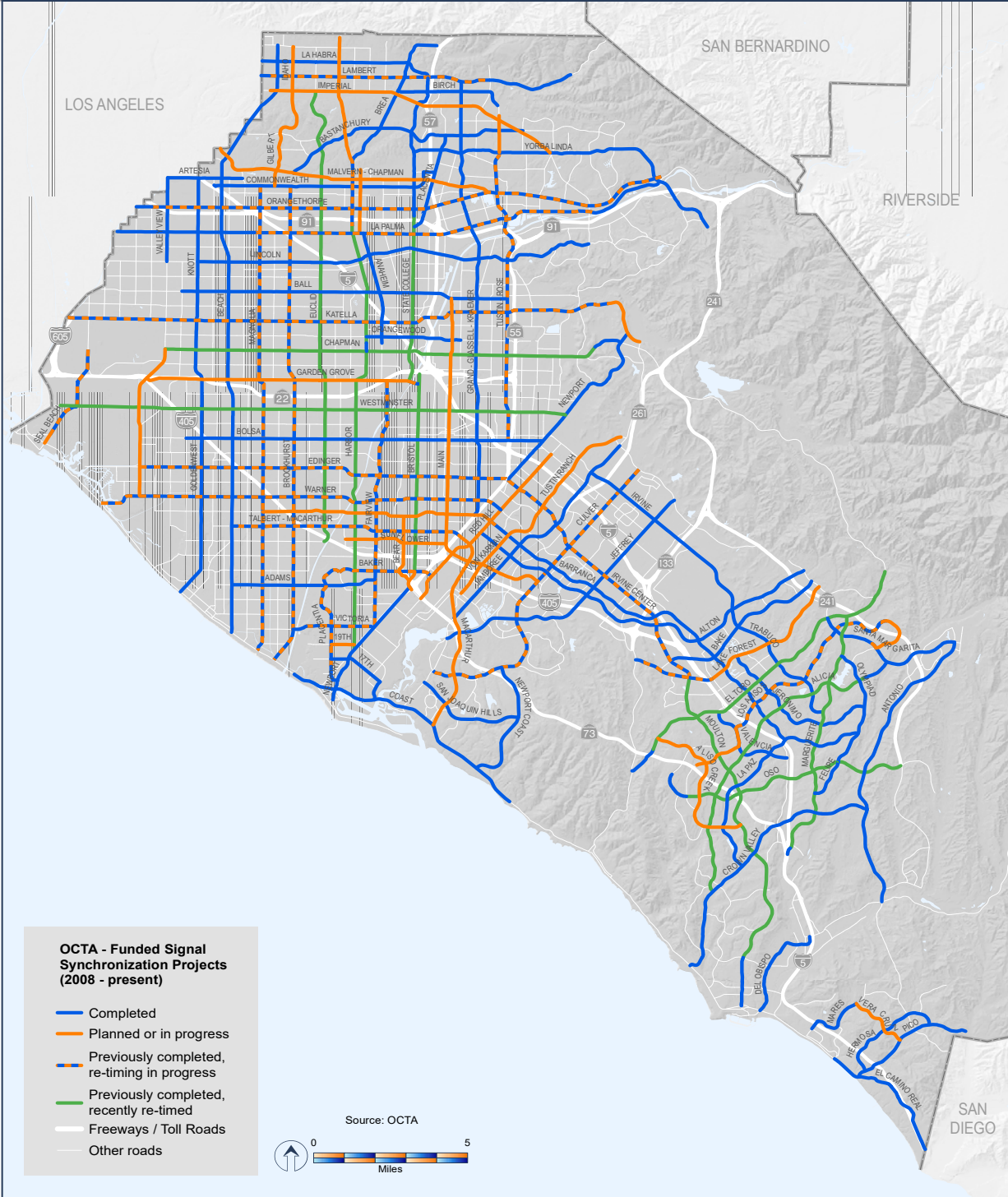
See [pages 49-50](#) for funding allocation by local agency.





# STREETS AND ROADS

OCTA-Funded Signal Synchronization Projects (2008 - Present) 



7/14/2020



## TRANSIT

### HIGH FREQUENCY METROLINK SERVICE ▼

### PROJECT R

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

**Project:** Metrolink Grade Crossing Improvements

**Status:** PROJECT COMPLETE

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



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

**Project:** Metrolink Service Expansion Program

**Status:** Service Ongoing

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

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

In October 2019, several intracounty trains were extended to City of Los Angeles to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic in March 2020. Metrolink implemented a temporary 30 percent service reduction due to the decline in ridership which impacted the October service change. The changes and impacts of the service reduction consisted of:

- Orange County (OC) Line: Three weekday intracounty round trips operating between the cities of Fullerton and Laguna Niguel/Mission Viejo were replaced with two round trips between cities of Laguna Niguel/Mission Viejo and Los Angeles. Note, one intracounty round trip (trains 642 and 643) was discontinued as part of the COVID-19 related service reduction. As of September 2020, the intracounty round trip (trains 632 and 633) that was extended was averaging 27 passengers per trip.





## TRANSIT

- 91/Perris Valley (91/PV) Line: Three round trips within Riverside County between Perris–South and Riverside–Downtown were replaced with one round trip between Perris–South and Los Angeles Union Station via Fullerton. As of September 2020, the round trip that was extended was averaging 56 passengers per trip.

Governor Newsom released a blueprint for reopening businesses on August 28, 2020; the plan places counties in specific tiers that determine how businesses and facilities can reopen safely. Despite the gradual lifting of the stay-at-home orders, COVID-19 cases continue to rise in the State of California, which impacted ridership through September 2020. In response to the ridership impacts, Metrolink’s Board adopted the Recovery Plan Framework. The Recovery Plan Framework is designed to phase in actions to position Metrolink for post-pandemic operations and consists of the following:

1. Health and safety: Commuting together, socially distant.
2. Operational transparency: Fast track customer confidence.
3. The triple bottom line: Economy, environment, equity.
4. Future proof operations: More efficient stewardship.
5. Sustainable financial performance.

As part of the Recovery Plan Framework, Metrolink launched a few initiatives and promotions in the first quarter of FY 2020-21. Metrolink developed a customer loyalty rewards program branded as SoCal Explorer. The program is designed to strengthen Metrolink’s relationship with current riders, attract new riders, and incentivize ridership. The program had a soft launch in September geared towards essential workers and current riders; however, the program will launch to the public on October 14, 2020. Additional promotions this quarter include the development of two new fare pilot programs: ‘Kids Ride Free’ on Weekends and the 5-Day Flex Pass. Both pilots were introduced to incentivize ridership.

Metrolink staff continues to reiterate cleaning and safety as riders return. Metrolink will continue to operate with reduced service and plans to reinstate full-service levels by the third quarter of FY 2020-21. As of September 30, 2020, Metrolink rail ridership on the three lines serving Orange County was down 80 percent compared to the prior year.

Plans to implement the addition of two round trips in April 2020 were postponed until full service is reinstated. The postponed April service changes will include the addition of one evening weekday round trip from the cities of Oceanside to Los Angeles on the OC Line. Additional changes to the OC Line include the discontinuation of two intracounty trains due to low ridership levels. To offset the termination of the two intracounty trains, an evening train that currently travels between the cities of Los Angeles and Laguna Niguel/Mission Viejo will be extended to Oceanside. Along the 91/PV Line, one weekday round trip will be added between the cities of Los Angeles and Perris, south via Fullerton. The above-mentioned changes are in alignment with OCTA’s redeployment plan.





# TRANSIT

## Rail Corridor and Station Improvements

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

---

**Segment:** Anaheim Canyon Metrolink Station Improvements

**Status:** Design Plans Completed

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

**Summary:** This OCTA-led project will include construction of a second main track and platform, lengthen the existing platform, and improve pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been completed and the project will be advertised for bids in October 2020. Construction of the project is anticipated to begin by February 2021 with completion anticipated in mid-2022. This project is marked “red” in the CAP due to delays in ROW negotiations.

**Segment:** Fullerton Transportation Center Improvements

**Status:** PROJECT COMPLETE

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



**Summary:** Completed early on, a new five-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 modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project which was completed May 1, 2019.

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

**Status:** PROJECT COMPLETE

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



**Summary:** The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements included new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017.



# TRANSIT

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

**Status:** PROJECT COMPLETE

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



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

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

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

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

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

**Segment:** San Clemente Pier Station Lighting

**Status:** PROJECT COMPLETE

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



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





## TRANSIT

Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provides rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; continued with ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek (design and environmental clearance tasks were completed and ROW acquisition is in progress); completed the Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability; replacement of stairs at the Fullerton Transportation Center; and continued implementation of video surveillance systems.

**Segment:** Sand Canyon Grade Separation

**Status:** PROJECT COMPLETE

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



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

**Segment:** Tustin Metrolink Station Parking Structure

**Status:** PROJECT COMPLETE

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



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

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

**Status:** Construction Underway – 84% Complete

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

**Summary:** The project is currently in the construction phase and will add approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance the operational efficiency of passenger services within the LOSSAN rail corridor. The construction contract was awarded on January 14, 2019, and the Notice to Proceed was issued on March 12, 2019.

Construction continued with the construction of mainline 1 and pocket track, removal of Control Point Avery turnouts, and drainage ditches. Construction of retaining wall #1 and roadway modifications at Camino Capistrano were completed this quarter. This project is anticipated to be completed by early 2021.





## TRANSIT

### TRANSIT EXTENSIONS TO METROLINK ▼

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

**Project:** OC Streetcar

PROJECT S

**Status:** FFGA Executed November 30, 2018, Construction and Utility Relocation Work Ongoing, Vehicle Production Underway, Operations and Maintenance Contract Approved by the Board on May 22, 2020.

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

**Summary:** The OC Streetcar 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. At the request of the two cities, OCTA is serving as the lead agency for the project.

During the quarter, construction work continued with in-street utilities and final storm drain work nearing completion. Other work continued with removal of asphalt for track installation, hand digging and surveying of the OCS pole foundations as well as welding of rail sticks into rail strings. Installation of the service and inspection pit and vapor barrier at the Maintenance and Storage Facility (MSF) has been delayed due to quality issues. The Westminster Bridge and Santa Ana River Bridge deck pours were completed in September. Construction of the retaining walls at the Santa Ana River are now complete and the Westminster Bridge retaining walls on the east end are being formed with the west end walls being backfilled.

All eight S700 vehicles are in various stages of production. The first vehicle (Car 1) is furthest in production and has completed several significant milestones during this quarter, including the interior and exterior equipping of the vehicle, water testing, and electrical continuity testing. Upon completion and certification of the electrical system, static and dynamic testing was conducted. The other seven vehicles are moving through sand blasting and paint, internal and external equipping, and testing similar to Car 1.

As a result of COVID-19-related travel restrictions, there were no first article inspections (FAI) conducted during the reporting period. However, plans are in development to conduct a virtual FAI for the doors. FAIs are a contract requirement and a critical component of the manufacturing process to ensure that each component of the vehicle is built according to specifications and quality control measures have been met. Parallel to production of the vehicles, final design review continues for the remaining vehicle components, including the energy absorbing bumper, emergency battery drive, and flange lube system. These items are anticipated to be closed out next quarter. Coordination is ongoing between Conduent Transportation, OCTA, and Siemens in the design of the computer-aided dispatch and automated vehicle location, as well as the communications equipment on the vehicles. Coordination also continued between OCTA, Siemens, and Walsh Construction in the integration of the streetcar vehicle with the infrastructure, including the tracks, platforms, MSF, and wayside equipment and systems.

To support the local community, OCTA continues to directly support Santa Ana's Business Improvement District 28



## TRANSIT

and residents during construction of the OC Streetcar through the Eat, Shop, Play program and by providing on-going construction alerts. As the construction activities expanded into the track installation phase, OCTA held a virtual neighborhood meeting on August 19, 2020.

On August 5, 2020, OCTA and FTA conducted a meeting to discuss project cost, schedules and risks.

Work continues to progress on other key OC Streetcar activities, including coordination with third parties on utility relocation, public outreach and continued coordination with the FTA and project management oversight consultant.

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

**Status:** Last service completed on June 30, 2020; no future calls anticipated.

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

**Summary:** Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. 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. The Lake Forest projects have been canceled and the Anaheim Canyon Metrolink Station Bus Connection project was completed on June 30, 2020 under Project S. However, the project is currently active as of July 1, 2020 under a new Project V grant and will continue providing services through June 30, 2027. The Anaheim Canyon Metrolink Station Bus Connection provides service between the Anaheim Canyon Metrolink station and the Anaheim Resort area.

### 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 Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.



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

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$82.5 million<sup>5</sup> in Project U funding has been provided under M2.

**Project:** Senior Mobility Program

PROJECT U

**Status:** Ongoing

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

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

Since inception, approximately \$24 million and 2,450,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, approximately \$499,677 was paid out to the 32 participating cities.

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

**Status:** Ongoing

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

**Summary:** This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than \$25.9 million and 961,881 SNEMT boardings have been provided. This quarter, approximately \$520,753 in SNEMT funding was paid<sup>5</sup> to the County of Orange.

<sup>5</sup>Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.





# TRANSIT

**Project:** Fare Stabilization Program  
**Status:** Ongoing  
**Contact:** Sean Murdock, Finance • (714) 560-5685

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

Approximately \$766,000<sup>6</sup> 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 100,000 program-related boardings recorded on fixed-route and ACCESS services, approximately \$149,000 was utilized. In the latter half of September, OCTA returned to front-door boarding on fixed-route services after installing protective shields. The senior and disabled boardings recorded for the quarter were based off of pass sales and ACCESS boardings figures. Since inception of the program, more than \$32 million and 119 million program-related boardings have been provided.

<sup>6</sup>Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

## COMMUNITY BASED TRANSIT/CIRCULATORS ▼

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

PROJECT V

**Summary:** This program provides funding for local jurisdictions to develop local bus transit services such as community-based circulators and shuttles that complement regional bus and rail services and meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has provided four rounds of funding (June 2013, June 2016, June 2018, and April 2020) which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, two are currently active; nine have been canceled (primarily due to low ridership); 21 are currently suspended due to the COVID-19 pandemic, and three have been completed.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Currently, two services are active, and all other remaining active services have been suspended since mid-March. It is unclear when these services will be reinstated. During this quarter, OCTA staff met with local agency project managers and discussed potential program revisions which will need to be evaluated and finalized by the OCTA Board in order to support the program in a post-COVID-19 environment. Discussions focused upon the need to extend Project V grants in order to hold local agencies harmless for the period during the pandemic when they were precluded from operating, and potentially revising minimum performance requirements.



TRANSIT

**SAFE TRANSIT STOPS** ▼

**Status:** City-Initiated Improvements Underway and/or are Complete

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

PROJECT W

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

In 2014, the Board approved the first round of funding in the amount of \$1,205,666 to support city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of its proposed stop improvements and OCTA initiated improvements were funded through another grant source. As a result, the funds were deallocated and returned to the program in June 2019. The 43 stop improvements funded through the first call are now complete.

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

In May 2020, the Board directed staff to return with additional programming recommendations for Project W. Eligible agencies were again able to receive between \$20,000 to \$35,000 (per identified bus stop based on ridership). On September 14, 2020, funding recommendations were approved by the Board providing just under \$1.03 million to support additional improvements at 35 locations.



## ENVIRONMENTAL

### CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

**Project:** Environmental Cleanup Program

**Status:** Ongoing

PROJECT X

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

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

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 nine rounds of funding under the Tier 1 grants program. A total of 177 projects, amounting to more than \$24 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. A tenth Tier 1 call was released in March 2020. Due to the COVID-19 pandemic, the application deadline was extended from May 7, 2020 to June 25, 2020. Tier 1 funding recommendations are anticipated to be presented to the Board in October 2020. Due to the lower preliminary M2 sales tax revenue forecast, timing of future ECP calls are being assessed. Prior to the COVID-19 pandemic, it was anticipated that a Tier 2 call could be feasible sometime around FY 2021 or 2022 timeframe.

Staff estimates that over 33 million gallons of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 78 football fields with one-foot deep of trash. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.





## ENVIRONMENTAL

### FREEWAY MITIGATION ▼

**Project:** Environmental Mitigation Program

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

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

**Summary:** In June 2017, the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.

As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway projects with little additional coordination from the Wildlife Agencies. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plan approved in Orange County.

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

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. 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 was previously estimated that it would take approximately 12 to 15 years to fully fund the endowment with annual deposits of approximately \$2.9 million. In July 2020, OCTA made the fifth endowment deposit. Quarterly investment reports are provided to the Board, with the most recent one in September 2020. The next report is anticipated to be presented to the Board in December 2020. As of September 30, 2020, the endowment balance is \$16,046,435. Staff will continue to oversee and provide endowment updates to the Finance and Administration and the Environmental Oversight Committee (EOC) on a regular basis.

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



## ENVIRONMENTAL

In consultation with the local fire authority, staff has been working with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The Plans are anticipated to be complete in 2020/2021.

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

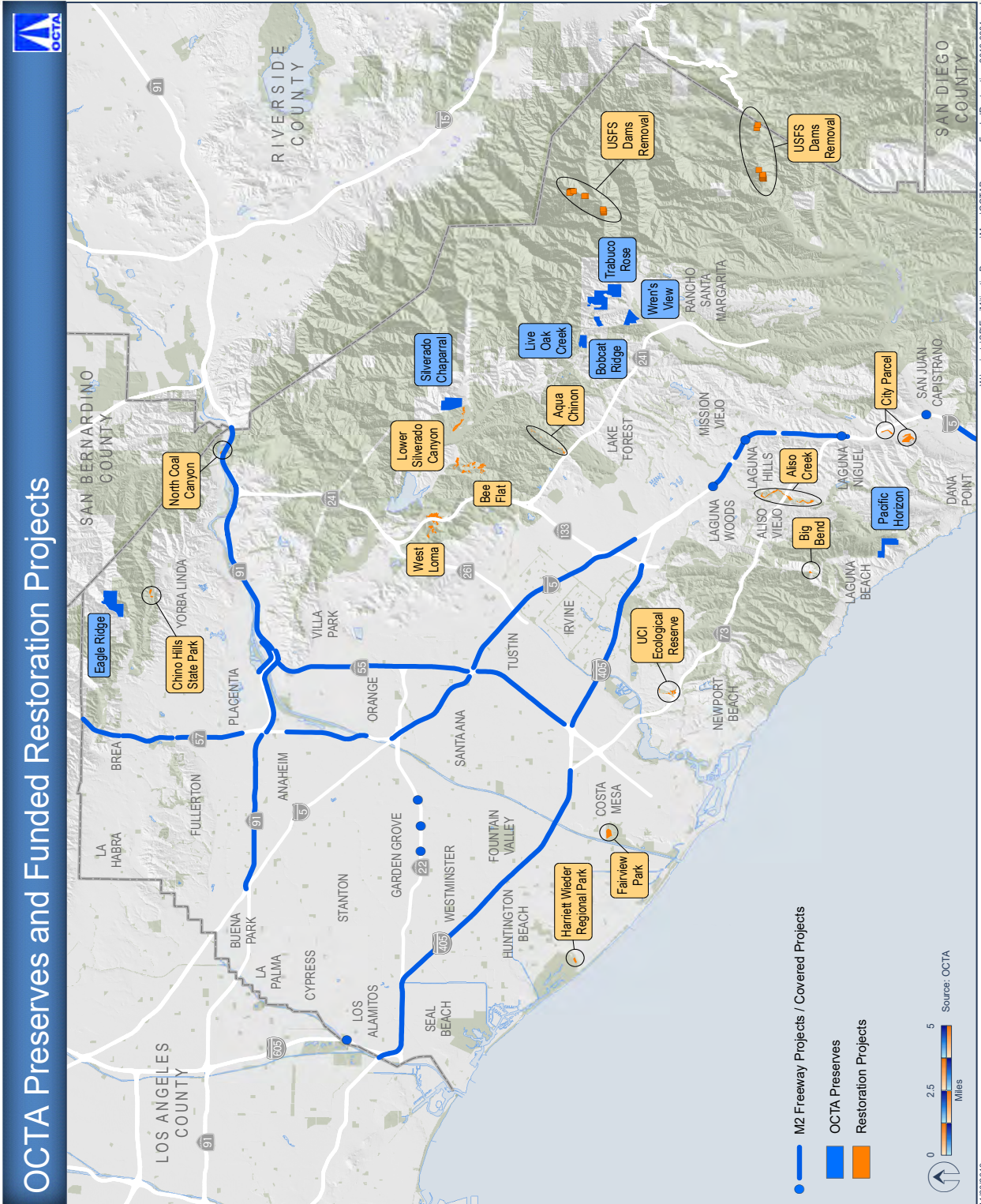
To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project K (I-405 from SR-73 to I-605), and Project M (I-605 and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

OCTA provides docent-led hikes and equestrian rides in the Preserves. As a result of the stay-at-home order due to the COVID-19 pandemic, OCTA is postponing all scheduled hikes and equestrian rides until further notice. OCTA will release the revised 2020 Wilderness Preserve Hiking and Equestrian Riding Tour calendar once the order has been lifted. A list of scheduled 2020 wilderness Preserve tours will be available on the M2 website at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

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



OCTA Preserves and Funded Restoration Projects





# PROGRAM MANAGEMENT

## PROGRAM MANAGEMENT OFFICE ▼

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

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

---

### Market Conditions Forecast and Risk Analysis

In September 2017, the Board was presented with a Next 10 Plan 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 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and Next 10 Plan.

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

The results of the 2019 fall analysis concluded that OCTA may experience a cost increase of between two percent and six percent during the 2020 through 2022 time period of construction activity. Staff incorporated information from this analysis into the M2 cashflow for the 2019 updated Next 10 Plan.

The consultant team completed the 2020 spring update of the forecasting model in early March. The report was finalized prior to the COVID-19 pandemic and showed a cooling of the prior cost-increasing environment. It is anticipated that COVID-19 may cause this to further change during the Next 10 Plan delivery years. The fall 2020 update is underway and is anticipated to be presented to the Board in November.

### Next 10 Delivery Plan

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

Annually, OCTA reviews the M2 program assumptions and updates the cash flows and Next 10 Plan assumptions as needed based on changes to the revenue forecast and project cost and schedule updates. The 2019 Next 10 Plan incorporating the updated forecast of \$13.4 billion was presented to the Board at the November 11, 2019 meeting.



## PROGRAM MANAGEMENT

The 2019 Next 10 Plan identified five projects to be advanced through construction: I-5 between I-405 and Yale Avenue (Project B), I-5 between Yale Avenue and SR-55 (Project B), SR-55 between I-5 and SR-91 (Project F), SR-57 Northbound from Orangewood Avenue to Katella Avenue (Project G), and I-605/Katella Avenue Interchange (Project M).

A preliminary sales tax revenue forecast of \$11.6 billion was presented to the Board on August 24, 2020. The final 2020 sales tax revenue forecast is anticipated to be presented in October 2020. PMO will be assessing the impacts of the updated forecast and updated project costs to present options to the Board in December 2020. The 2020 Next 10 Plan update is anticipated in early 2021.

### M2 Performance Assessment

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. The most recent report commended OCTA's management of the M2 program with eight recommendations for enhancements. Staff implemented all eight recommendations for enhancements and provided a final report to the Board on January 13, 2020. There are no outstanding action items. Procurement efforts for the next performance assessment will begin early 2021.

### M2 Ordinance Tracking Matrix

Ordinance No. 3 includes numerous requirements that staff must follow in order to keep the promise to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. The tracking matrix update for 2019 was finalized and was shared with the Taxpayer Oversight Committee (TOC) on May 12, 2020. This document is for PMO tracking purposes but is also helpful to TOC members during their annual compliance finding. On June 9, 2020, the TOC held the Measure M annual public hearing and determined that M2 is being delivered as promised to Orange County voters for the 29th consecutive year. The tracking matrix update for 2020 is underway and is anticipated to be completed in early 2021.

### PMO M2 Tracking Tools

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

#### Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The fact sheets are utilized when speaking



## PROGRAM MANAGEMENT

with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. During the quarter, staff updated the city fact sheets to include the 2020 Measure M2 community-based circulator projects approved by the Board on April 13, 2020, the 2020 Regional Capacity Program and Regional Traffic Signal Synchronization Program projects approved by the Board on May 11, 2020 in addition to programming updates. The next update effort will begin in December 2020.

### Engineer’s Estimate versus Bids Tracking

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

More recent market conditions analyses have indicated that OCTA could possibly experience a deflationary cost environment due to reduced cost pressures and COVID-19. These factors include declines in statewide building permit issuance, increase in unemployment, increase in Orange County construction labor costs and declining building material costs. It should be noted that the engineer’s estimate is based on a number of factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project’s conditions. Because the estimate uses prior information, there may be a lag between an uptick or downtick in the market.

Project C (I-5 between Alicia Parkway and El Toro Road) was advertised for construction bids on May 11, 2020 and the bid opening was held on June 30, 2020. On September 23, 2020, the contract was awarded to the lowest bidder which was 11.74 percent below the engineer’s estimate.

The next M2 project anticipated to go out to bid in 2020 is Project R (Anaheim Canyon Metrolink Station Improvements). Staff will track and update the spreadsheet as appropriate.

### **M2 Administrative Safeguards**

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.4 billion or 45 percent lower) as a result of economic conditions, the funds



## PROGRAM MANAGEMENT

available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent September 2020 Taxpayer Oversight Committee Report, the outstanding principal balance was \$0 and the remaining interest owed to OCUTT was \$0.6 million.

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

### Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to ensure compliance with M2 Ordinance No. 3. With the exception of the elected Auditor Controller of Orange County who is identified as the chair in the Ordinance, all other members cannot be 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 is scheduled to meet 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 M2 TOC are to:

- Ensure compliance with the Ordinance
- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
  - Congestion Management Program
  - Mitigation Fee Program
  - Expenditure Report
  - Local Traffic Signal Synchronization Plan
  - Pavement Management Plan
- Hold an annual Public Hearing to determine whether OCTA is proceeding in accordance with the Plan
- Review independent audits and performance assessments of the Orange County Local Transportation Authority regarding the expenditure of M2 sales tax monies



PROGRAM MANAGEMENT

- The Chair shall annually certify whether M2 funds have been spent in compliance with the plan

On March 12, 2020 and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconference and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a meeting on August 11, 2020 via teleconference. TOC meetings will remain in teleconference format through the end of 2020. The remaining meetings for the year are scheduled for October 13, 2020 and December 8, 2020.

At the August 11, 2020 meeting, the TOC received presentations on the Capital Action Plan, CTFP, and the EMP. The TOC also received staff updates on the status of local sales tax, an annual credit update, community-based transit circulators (Project V), and the I-405 Improvement Project.

Two subcommittees assist the TOC with their safeguard responsibilities: The Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, 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 (PMP), and an Expenditure Report. The AER Subcommittee met on September 23, 2020 and selected a new AER Subcommittee chair. The AER Subcommittee received an M2 Eligibility Overview and affirmed receipt of the Local Signal Synchronization Plan (LSSP) and the PMP. The AER Subcommittee findings will be presented to the TOC on October 13, 2020. The Audit Subcommittee meets bimonthly and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

## M2 FINANCING AND SCHEDULE OF FUNDING ▼

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



## PROGRAM MANAGEMENT

### Revenue Forecast and Collection

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

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

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance No. 3 estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

### Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. Due to the significant anticipated decrease in taxable sales due to the COVID-19 pandemic, OCTA prepared a preliminary update for the M2 sales tax forecast in August 2020. Based on the preliminary forecast provided, the forecast for total nominal sales tax collections over the life of M2 is estimated to be approximately \$11.6 billion. Staff will return to the Board with the final forecast in October 2020.

For FY 2019-20, the assumed budget growth rate was 2.5 percent. However, this forecast did not include the impact of the COVID-19 pandemic that began in March 2020. The actual growth rate for FY 2019-20 came in lower at -4.3 percent with a total gross annual sales tax receipts of \$318 million, which was primarily driven by the COVID-19 pandemic.

Furthermore, the pandemic is projected to continue into FY 2020-21 and as a result, the assumed budget rate is -6.6 percent. Based on the sales tax forecast information provided by MuniServices, LLC to date, the actual growth rate is expected to exceed the assumed budget growth rate. The next updated forecast is anticipated to be brought to the Board in fall 2021.

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



## FINANCING

### Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2020 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Sept 30, 2020	Year to Date Sept 30, 2020 (A)	Period from Inception to Sept 30, 2020 (B)
<b>Revenues:</b>			
Sales taxes	\$ 71,418	\$ 71,418	\$ 2,803,110
Other agencies' share of Measure M2 costs:			
Project related	6,691	6,691	734,531
Non-project related	-	-	454
Interest:			
Operating:			
Project related	986	986	3,146
Non-project related	4,700	4,700	89,220
Bond proceeds	754	754	74,530
Debt service	2	2	1,062
Commercial paper	-	-	395
Right-of-way leases	122	122	1,266
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	311
Non-project related	-	-	101
Total revenues	<u>84,673</u>	<u>84,673</u>	<u>3,722,398</u>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	725	725	30,299
Professional services:			
Project related	1,916	1,916	413,266
Non-project related	527	527	31,202
Administration costs:			
Project related	2,561	2,561	86,070
Non-project related:			
Salaries and Benefits	700	700	28,607
Other	1,397	1,397	49,000
Other:			
Project related	6	6	5,186
Non-project related	14	14	5,032
Payments to local agencies:			
Project related	15,461	15,461	1,054,736
Capital outlay:			
Project related	21,749	21,749	1,308,790
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	59,030
Interest on long-term debt and commercial paper	17,887	17,887	232,116
Total expenditures	62,943	62,943	3,303,365
Excess of revenues over expenditures	<u>21,730</u>	<u>21,730</u>	<u>419,033</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(25,284)	(25,284)	(286,469)
Transfers in:			
Project related	563	563	174,206
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(24,721)</u>	<u>(24,721)</u>	<u>647,300</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (2,991)</u>	<u>\$ (2,991)</u>	<u>\$ 1,066,333</u>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2020 (Unaudited) Schedule 2

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2020 (actual)	Year to Date Sept 30, 2020 (actual) <i>(C.1)</i>	Period from Inception through Sept 30, 2020 (actual) <i>(D.1)</i>	Period from October 1, 2020 through March 31, 2041 (forecast) <i>(E.1)</i>	Total <i>(F.1)</i>
<b>Revenues:</b>					
Sales taxes	\$ 71,418	\$ 71,418	\$ 2,803,110	\$ 8,802,191	\$ 11,605,301
Operating interest	4,700	4,700	89,220	121,237	210,457
Subtotal	<u>76,118</u>	<u>76,118</u>	<u>2,892,330</u>	<u>8,923,428</u>	<u>11,815,758</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	101	-	101
Total revenues	<u>76,118</u>	<u>76,118</u>	<u>2,892,885</u>	<u>8,923,428</u>	<u>11,816,313</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	725	725	30,299	93,757	124,056
Professional services	527	527	27,427	87,143	114,570
Administration costs:					
Salaries and Benefits	700	700	28,607	90,406	119,013
Other	1,397	1,397	49,000	154,212	203,212
Other	14	14	2,012	6,460	8,472
Capital outlay	-	-	31	-	31
Environmental cleanup	20	20	44,541	176,016	220,557
Total expenditures	<u>3,383</u>	<u>3,383</u>	<u>181,917</u>	<u>607,993</u>	<u>789,910</u>
<b>Net revenues</b>	<u>\$ 72,735</u>	<u>\$ 72,735</u>	<u>\$ 2,710,968</u>	<u>\$ 8,315,435</u>	<u>\$ 11,026,403</u>
		<i>(C.2)</i>	<i>(D.2)</i>	<i>(E.2)</i>	<i>(F.2)</i>
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ 987,781	\$ 1,792,406
Interest revenue from bond proceeds	754	754	74,530	89,568	164,098
Interest revenue from debt service funds	2	2	1,062	7,382	8,444
Interest revenue from commercial paper	-	-	395	-	395
Total bond revenues	<u>756</u>	<u>756</u>	<u>880,612</u>	<u>1,084,731</u>	<u>1,965,343</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,775	3,457	7,232
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	-	59,030	1,769,943	1,828,973
Bond debt and other interest expense	17,887	17,887	232,116	830,454	1,062,570
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>17,887</u>	<u>17,887</u>	<u>343,003</u>	<u>2,603,854</u>	<u>2,946,857</u>
<b>Net bond revenues (debt service)</b>	<u>\$ (17,131)</u>	<u>\$ (17,131)</u>	<u>\$ 537,609</u>	<u>\$ (1,519,123)</u>	<u>\$ (981,514)</u>

# FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of  
**September 30, 2020 (Unaudited)**  
*Schedule 3*

Project	Description	Net Revenues through Sept 30, 2020	Total Net Revenues
(G)		(H)	(I)
<i>(\$ in thousands)</i>			
<b>Freeways (43% of Net Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 106,853	\$ 434,607
B	I-5 Santa Ana/SR-55 to El Toro	68,250	277,594
C	I-5 San Diego/South of El Toro	142,545	579,784
D	I-5 Santa Ana/San Diego Interchange Upgrades	58,656	238,572
E	SR-22 Garden Grove Freeway Access Improvements	27,282	110,963
F	SR-55 Costa Mesa Freeway Improvements	83,209	338,439
G	SR-57 Orange Freeway Improvements	58,815	239,219
H	SR-91 Improvements from I-5 to SR-57	31,829	129,457
I	SR-91 Improvements from SR-57 to SR-55	94,690	385,136
J	SR-91 Improvements from SR-55 to County Line	80,072	325,678
K	I-405 Improvements between I-605 to SR-55	243,898	992,014
L	I-405 Improvements between SR-55 to I-5	72,683	295,625
M	I-605 Freeway Access Improvements	4,547	18,494
N	All Freeway Service Patrol	34,102	138,704
	Freeway Mitigation	58,286	237,068
	Subtotal Projects	1,165,717	4,741,354
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Freeways</b>	<b>\$ 1,165,717</b>	<b>\$ 4,741,354</b>
	%		
<b>Street and Roads Projects (32% of Net Revenues)</b>			
O	Regional Capacity Program	\$ 271,100	\$ 1,102,655
P	Regional Traffic Signal Synchronization Program	108,435	441,042
Q	Local Fair Share Program	487,974	1,984,752
	Subtotal Projects	867,509	3,528,449
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Street and Roads Projects</b>	<b>\$ 867,509</b>	<b>\$ 3,528,449</b>
	%		



# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2020 (Unaudited) Schedule 3

Expenditures through Sept 30, 2020 (J)	Reimbursements through Sept 30, 2020 (K)	Net M2 Cost (L)
\$ 10,090	\$ 7,385	\$ 2,705
10,505	7,952	2,553
190,394	47,897	142,497
2,302	527	1,775
5	-	5
37,880	20,101	17,779
51,356	12,429	38,927
34,911	824	34,087
24,427	23,187	1,240
7,125	5,700	1,425
733,454	114,478	618,976
9,189	6,954	2,235
2,279	16	2,263
5,990	-	5,990
55,470	3,981	51,489
<u>1,175,377</u>	<u>251,431</u>	<u>923,946</u>
59,638	-	59,638
<u>\$ 1,235,015</u>	<u>\$ 251,431</u>	<u>\$ 983,584</u>
		41.9%
\$ 775,328	\$ 506,691	\$ 268,637
71,850	5,977	65,873
<u>469,078</u>	<u>77</u>	<u>469,001</u>
1,316,256	512,745	803,511
<u>66,241</u>	<u>-</u>	<u>66,241</u>
<u>\$ 1,382,497</u>	<u>\$ 512,745</u>	<u>\$ 869,752</u>
		37.1%

# FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of  
**September 30, 2020 (Unaudited)**  
*Schedule 3*

Project	Description	Net Revenues through Sept 30, 2020	Total Net Revenues
	(G)	(H)	(I)
	(\$ in thousands)		
<b>Transit Projects (25% of Net Revenues)</b>			
R	High Frequency Metrolink Service	\$ 257,790	\$ 1,099,720
S	Transit Extensions to Metrolink	239,316	973,376
T	Metrolink Gateways	32,212	56,358
U	Expand Mobility Choices for Seniors and Persons with Disabilities	88,236	382,342
V	Community Based Transit/Circulators	54,205	220,470
W	Safe Transit Stops	5,983	24,334
	Subtotal Projects	677,742	2,756,600
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Transit Projects</b>	<b>\$ 677,742</b>	<b>\$ 2,756,600</b>
	%		
<b>Environmental Cleanup (2% of Revenues)</b>			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 57,847	\$ 236,315
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 57,847</b>	<b>\$ 236,315</b>
	%		
<b>Taxpayer Safeguards and Audits</b>			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 42,047	\$ 174,080
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 28,923	\$ 118,158
	%		

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2020 (Unaudited) Schedule 3

Expenditures through Sept 30, 2020 (J)	Reimbursements through Sept 30, 2020 (K)	Net M2 Cost (L)
\$ 318,042	\$ 98,743	\$ 219,299
104,357	2,133	102,224
98,220	60,956	37,264
84,603	88	84,515
12,007	1,318	10,689
1,114	26	1,088
618,343	163,264	455,079
37,045	-	37,045
\$ 655,388	\$ 163,264	\$ 492,124
		21.0%
\$ 44,541	\$ 292	\$ 44,249
-	-	-
\$ 44,541	\$ 292	\$ 44,249
		1.5%
\$ 30,299	\$ -	\$ 30,299
		1.1%
\$ 28,607	\$ -	\$ 28,607
		1.0%



LOCAL FAIR SHARE

M2 Funds		
ENTITY	1ST QUARTER FY 2020-21	FUNDS TO DATE
ALISO VIEJO	116,845.62	\$5,842,616
ANAHEIM	1,016,842.52	\$48,375,302
BREA	168,048.97	\$8,396,655
BUENA PARK	250,203.15	\$13,074,766
COSTA MESA	432,387.87	\$21,391,860
CYPRESS	151,363.88	\$7,728,267
DANA POINT	98,998.19	\$4,881,196
FOUNTAIN VALLEY	178,181.25	\$9,096,649
FULLERTON	378,759.95	\$19,065,397
GARDEN GROVE	434,141.83	\$21,801,978
HUNTINGTON BEACH	565,387.71	\$28,522,615
IRVINE	841,431.12	\$39,791,684
LAGUNA BEACH	72,093.14	\$3,739,386
LAGUNA HILLS	97,192.56	\$4,993,732
LAGUNA NIGUEL	190,317.18	\$9,759,307
LAGUNA WOODS	36,155.24	\$1,865,709
LA HABRA	154,516.14	\$7,720,350
LAKE FOREST	234,382.49	\$11,625,736

## LOCAL FAIR SHARE

M2 Funds		
ENTITY	1ST QUARTER FY 2020-21	FUNDS TO DATE
LA PALMA	41,049.17	\$2,399,114
LOS ALAMITOS	36,723.87	\$1,902,740
MISSION VIEJO	265,518.35	\$13,700,692
NEWPORT BEACH	319,861.93	\$16,134,419
ORANGE	489,362.61	\$24,174,070
PLACENTIA	136,692.92	\$6,728,503
RANCHO SANTA MARGARITA	121,985.74	\$6,207,733
SAN CLEMENTE	166,312.65	\$8,252,578
SAN JUAN CAPISTRANO	110,287.11	\$5,560,330
SANTA ANA	804,500.27	\$40,757,358
SEAL BEACH	68,968.07	\$3,662,623
STANTON	85,606.20	\$4,374,594
TUSTIN	263,892.18	\$13,123,507
VILLA PARK	14,914.58	\$764,722
WESTMINSTER	244,089.09	\$12,536,899
YORBA LINDA	177,711.40	\$8,817,471
COUNTY UNINCORPORATED	608,830.09	\$27,746,519
<b>TOTAL M2 FUNDS</b>	<b>9,373,555.04</b>	<b>\$464,517,080</b>

# CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

**Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
<b>Freeway Projects:</b>					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	\$39.7	<b>Jun-11</b>	<b>Jun-15</b>	<b>Nov-18</b>	<b>Dec-20</b>
I-5, I-405 to Yale Avenue	\$230.5	May-14	TBD	TBD	TBD
Project B	\$230.5	<b>May-14</b>	Sep-21	Jul-25	Jan-29
I-5, Yale Avenue to SR-55	\$200.4	May-14	TBD	TBD	TBD
Project B	\$200.4	<b>May-14</b>	Apr-21	Feb-25	Aug-28
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$83.5	<b>Jun-09</b>	<b>Jun-11</b>	<b>Dec-14</b>	<b>Aug-18</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$75.4	<b>Jun-09</b>	<b>Jun-11</b>	<b>Jun-14</b>	<b>Jul-17</b>
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	\$74.3	<b>Jun-09</b>	<b>Jun-11</b>	<b>Dec-13</b>	<b>Jul-18</b>
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$79.8	<b>Sep-05</b>	<b>Jan-09</b>	<b>Aug-12</b>	<b>Jan-16</b>
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	<b>Jan-14</b>	<b>Sep-15</b>	<b>Sep-16</b>
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Apr-25
Project C & D	\$195.8	<b>Oct-11</b>	<b>Mar-15</b>	<b>Dec-19</b>	<b>Apr-25</b>
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Nov-23
Project C & D	\$203.1	<b>Oct-11</b>	<b>Nov-14</b>	<b>Mar-19</b>	<b>Nov-23</b>
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Oct-24
Project C	\$165.9	<b>Oct-11</b>	<b>Mar-15</b>	<b>Sep-20</b>	<b>Oct-24</b>

\*Status through September 2020. For detailed project information, please refer to the individual project section within this report.



# CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

**Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Jul-22	Nov-24	Jun-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D <b>Cost/Schedule Risk</b>	TBD	<b>Apr-17</b>	TBD	TBD	TBD
SR-55, I-405 to I-5	\$410.9	Feb-11	Sep-17	Jul-21	Aug-25
Project F <b>Cost/Schedule Risk</b>	\$503.0	<b>May-11</b>	<b>Sep-17</b>	Apr-22	Apr-26
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	<b>Dec-16</b>	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	TBD	TBD	TBD
Project G	TBD	<b>Apr-16</b>	TBD	TBD	TBD
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	\$38.0	<b>Apr-08</b>	<b>Aug-08</b>	<b>Oct-11</b>	<b>Apr-15</b>
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	<b>May-09</b>	<b>Sep-17</b>	<b>Jun-18</b>
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	\$52.3	<b>Aug-05</b>	<b>Feb-08</b>	<b>Oct-10</b>	<b>Nov-14</b>
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	\$54.1	<b>Aug-05</b>	<b>Feb-08</b>	<b>Oct-10</b>	<b>May-14</b>
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	<b>Oct-14</b>	<b>Feb-18</b>	<b>Apr-19</b>
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-23	TBD	TBD	TBD

\*Status through September 2020. For detailed project information, please refer to the individual project section within this report.

# CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

**Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.2	<b>Jul-07</b>	<b>Mar-10</b>	<b>Jan-13</b>	<b>Jun-16</b>
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	<b>Nov-14</b>	<b>Mar-17</b>	<b>Nov-17</b>
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Jan-15	Mar-20	Feb-24	Sep-27
Project I	\$100.9	<b>Jan-15</b>	<b>Mar-20</b>	Feb-24	Sep-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Jan-15	Jun-20	Jul-24	Mar-28
Project I	\$208.4	<b>Jan-15</b>	<b>Jun-20</b>	Jul-24	Mar-28
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Jan-15	TBD	TBD	TBD
Project I	\$116.2	<b>Jan-15</b>	Nov-20	Sep-24	May-28
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.5	<b>Jul-08</b>	<b>Jun-11</b>	<b>Oct-13</b>	<b>Jul-16</b>
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.7	<b>Jul-07</b>	<b>Apr-09</b>	<b>May-11</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	<b>May-12</b>	<b>Oct-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Jul-07</b>	<b>Aug-09</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	<b>Dec-14</b>	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	\$1,900.0	<b>Mar-09</b>	<b>Mar-14</b>	<b>Nov-16</b>	May-23

\*Status through September 2020. For detailed project information, please refer to the individual project section within this report.

# CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

**Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	\$29.0	Aug-16	TBD	TBD	TBD
Project M	\$29.0	<b>Aug-16</b>	Dec-20	Jun-23	Feb-25
<b>Grade Separation Projects:</b>					
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	\$126.2	<b>Feb-09</b>	<b>Mar-10</b>	<b>Feb-14</b>	<b>May-18</b>
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O	\$99.6	<b>Dec-08</b>	<b>Jul-06</b>	<b>Feb-14</b>	<b>Mar-18</b>
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.5	<b>Jan-01</b>	<b>Jan-09</b>	<b>Jul-11</b>	<b>Dec-14</b>
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	\$63.8	<b>Jan-01</b>	<b>Feb-09</b>	<b>Sep-11</b>	<b>Dec-14</b>
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$105.9	<b>Jan-01</b>	<b>Feb-09</b>	<b>Jan-13</b>	<b>Oct-16</b>
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$96.6	<b>Jan-01</b>	<b>Feb-09</b>	<b>Feb-13</b>	<b>Oct-16</b>
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$110.7	<b>Jan-01</b>	<b>Feb-09</b>	<b>Nov-13</b>	<b>Jun-17</b>
<b>Rail and Station Projects:</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	<b>Jan-04</b>	<b>Feb-11</b>	<b>Jan-16</b>

\*Status through September 2020. For detailed project information, please refer to the individual project section within this report.



# CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

**Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Jan-08</b>	<b>Aug-09</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	<b>Sep-10</b>	<b>Feb-12</b>	<b>May-13</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
	\$36.4	<b>Aug-11</b>	<b>Mar-15</b>	<b>Mar-19</b>	<b>Feb-21</b>
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R <b>Cost/Schedule Risk</b>	\$40.1	<b>Jan-03</b>	<b>Oct-08</b>	May-21	Dec-22
Orange County Maintenance Facility	TBD	Apr-20	TBD	TBD	TBD
Project R	TBD	<b>Apr-20</b>	TBD	TBD	TBD
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$29.9	<b>Jan-16</b>	<b>Mar-18</b>	Jan-21	Aug-22
Orange Station Parking Expansion	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	\$30.9	<b>Dec-09</b>	<b>Nov-10</b>	<b>Jun-17</b>	<b>Feb-19</b>
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Jan-12	Sep-14	Mar-17
	\$4.2	N/A	<b>Jan-12</b>	<b>Apr-15</b>	<b>May-19</b>
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	\$5.0	<b>Jul-13</b>	<b>Jul-13</b>	<b>Oct-15</b>	<b>Sep-17</b>
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	<b>Apr-09</b>	<b>Jun-09</b>	<b>Sep-12</b>	<b>Dec-14</b>
OC Streetcar	\$424.4	Aug-09	Feb-16	Aug-18	Dec-21
Project S <b>Cost/Schedule Risk</b>	\$424.4	<b>Aug-09</b>	<b>Feb-16</b>	<b>Sep-18</b>	Oct-22

\*Status through September 2020. For detailed project information, please refer to the individual project section within this report.

This Page Intentionally Left Blank



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