



Measure M2 Taxpayer Oversight Committee Teleconference Notice

550 S. Main Street
Orange, CA

Committee Members:

Frank Davies: Orange County Auditor-Controller
Douglas P. Gillen
Andrew Ramirez
Harry Sloan
Mark Kizzar
Joseph McCarthy
Tuan Nguyen
Ajay Khetani
Michael Pascual
Shannon O'Toole
Douglas Anderson

Guidance for Public Access to this Taxpayer Oversight Committee (TOC) Meeting:

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the Orange County Transportation (OCTA) Public Outreach Department, telephone (714) 560-5650, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at: OCTA Headquarters, 600 South Main Street, Orange, California.

Guidance for Public Access to the Board of Directors/Committee Meeting

On September 16, 2021, Governor Gavin Newsom signed into law AB 361 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

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<https://www.youtube.com/user/goOCTA>

Members of the public may address the Committee regarding any item two ways:

Real-Time Comment

To provide a real-time public comment during the meeting, please access the Zoom at:

<https://us02web.zoom.us/j/87608086232>

Dial-In Info:

(669) 900-6833

(346) 253-8782

Meeting ID: 876 0808 6232

Speakers will be recognized by the Chair at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Chair.

Written Comment

Written public comments may also be submitted by emailing them to publiccomments@octa.net, and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. CEO Welcome**
- 4. Approval of Minutes/Attendance Report for August 10, 2021**
- 5. Action Items**
 - A. Annual Eligibility Review Subcommittee Eligibility Report
Doug Anderson, Annual Eligibility Subcommittee Chair
- 6. Presentation Items**
 - A. Sales Tax Forecast
Sean Murdock, Director, Finance and Administration
 - B. Measure M2 Quarterly Progress Report
Francesca Ching, Measure M Program Manager
 - C. Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis and Forecast
Francesca Ching, Measure M Program Manager
- 7. OCTA Staff Updates (5 Minutes)**
 - A. Metrolink Track Stability – Jim Beil, Executive Director, Capital Programs
 - B. Measure M Performance Assessment – Francesca Ching, Measure M Program Manager
 - C. State Funding for Measure M Projects – Adriann Cardoso, Department Manager, Programming
 - D. Staff Liaison – Alice Rogan, Marketing and Public Outreach Director
- 8. Public Comments**
- 9. Annual Eligibility Review Subcommittee Report**
- 10. Audit Subcommittee Report**
- 11. Environmental Oversight Committee Report**
- 12. Committee Member Reports**
- 13. Adjournment**

The next meeting will be held on December 14, 2021 at 5pm

Agenda Descriptions

The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560 5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

INFORMATION ITEMS

<i>Staff Report Title</i>	<i>Board Meeting Date</i>
1. Interstate 405 Improvement Project Update	August 23, 2021
2. Coronavirus Update	September 13, 2021
3. Environmental Mitigation Program Endowment Fund Investment Report for June 30, 2021	September 13, 2021
4. Capital Programming Update	September 13, 2021
5. Measure M2 Quarterly Progress Report for the Period of April 2021 Through June 2021	September 13, 2021
6. 2021 Measure M2 Sales Tax Forecast	September 27, 2021

Measure M Taxpayer Oversight Committee
Teleconference Site
Orange County Transportation Authority
550 S. Main Street, Orange CA, Room 07
August 10, 2021 @ 5:00 p.m.

MEETING MINUTES

Committee Members Present:

Frank Davies, Orange County Auditor-Controller, Chair
Douglas P. Gillen, First District Representative
Andrew Ramirez, First District Representative
Mark Kizzar, Second District Representative, Co-Chairman
Harry Sloan, Second District Representative
Joseph McCarthy, Third District Representative
Tuan Nguyen, Third District Representative
Ajay Khetani, Fourth District Representative
Michael Pascual, Fourth District Representative
Douglas Anderson, Fifth District Representative
Shannon O'Toole, Fifth District Representative

Committee Members Absent:

There were no committee members absent.

Orange County Transportation Authority Staff Present:

Joseph Alcock, Section Manager, M2 Local Programs
Chris Boucly, Section Manager, Public Outreach
Jared Hill, Community Relations Specialist
Steven King, Senior Program Manager, Capital Programs
Sean Murdock, Finance and Administration Director
Tresa Oliveri, Principal Community Relations Specialist, Public Outreach
Dan Phu, Program Manager, Planning
Alice Rogan, Director, Marketing & Public Outreach

1. Welcome

Chair Frank Davies welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting.

Alice Rogan, staff liaison, said there were no public comments. She went over protocols and took roll call.

Chair Frank Davies welcomed the new members to the TOC and asked them to introduce themselves.

Andrew Ramirez is a former OCTA Citizen's Advisory Committee Member. He has a background in finance.

Ajay Khetani is a realtor and has a background in engineering and finance.

Shannon O'Toole has a background working with the Housing and Urban Development (HUD) and the Federal Deposit Insurance Corporation (FDIC). She has mainly worked in finance, accounting, programs/policies, and legislation.

Mark Kizzar is delighted to be back for a second term. He welcomed the new members.

2. Pledge of Allegiance

Chair Frank Davies led the Pledge of Allegiance to the Flag.

3. Approval of Minutes/Attendance Report for June 8, 2021

Chair Frank Davies asked if there are any corrections to the Minutes/Attendance Report for June 8, 2021.

A motion was made by Ajah Khetani, seconded by Douglas Anderson and carried unanimously to approve the June 8, 2021 TOC Minutes and the Attendance Report.

4. Presentation Items

A. Environmental Programs Update

Dan Phu provided an update on OCTA's Environmental Programs. He said under Measure M there are two environmental programs. Dan provided background on the Environmental Mitigation Program (EMP). The first program is the mitigation program which is tied to the 13 freeway projects in Measure M2. Under this program OCTA prepared a Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP). These documents are also known as the Conservation Plan. Dan talked about the process and "covered" species used in the EMP. OCTA worked with the wildlife agencies to get permits. OCTA has acquired seven preserves, funded 11 restoration projects, and one dam project. Dan showed a map of the county with the preserves and restoration projects highlighted. He provided photos of the properties. Dan said OCTA's program caught the attention of the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) and the successful elements of the program are being used to try to emulate a similar program at the state level.

Dan Phu talked about the second environmental program - the Environmental Cleanup Program which seeks to improve water quality. He said with this program there must be a transportation nexus which means cleaning up water pollution caused by transportation activities. This program is a competitive process, and it funds capital improvements (not operations). Dan said the applicants are local

jurisdictions and may work in partnership with each other. There are two tiers of funding programs and Dan went through each of them. He said under Tier 1, nearly 33 million gallons of trash has been captured since the inception of the program. <The full presentation can be found on OCTA.net>

Committee Member Comments:

Andrew Ramirez said this program is very interesting and he asked about the timeframe in the *before/after* picture of the Big Bend Restoration Project. Dan Phu said with a restoration project it could take upwards of 10 years. First there is eradication of the invasive species, then there is a plant establishment, and then maintenance.

Shannon O'Toole said these are impressive projects and thanked staff for sharing them with the TOC.

B. Comprehensive Transportation Funding Programs (CTFP)

Joseph Alcock provided a broad overview of the Measure M2 CTFP. He stated that the CTFP primarily consists of seven competitive programs. He also stated that in order to receive CTFP funds, local agencies must meet eligibility requirements and also provide local matching funds. Joseph then provided an overview of the various CTFP programs and discussed OCTA's role in administering the CTFP, which includes regular monitoring through the Measure M2 Semi- Annual Review process.

C. Interstate 405 (I-405) Improvement Project

Steven King led the I-405 Improvement Project presentation. He showed a map of the project area which includes one general purpose lane in each direction along with another carpool/express lane in each direction (not included in Measure M). He said the total cost of the project is \$2.08 billion. Steven provided a timeline for the project. OCTA received a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan through the FHWA to cover construction for the express lanes portion of the project.

Steven showed pictures of the project's bridges and other construction within the project area. He talked about the bridges that are open, under construction and the bridges left for reconstruction. Steven said there are still risks on the project such as archaeological discoveries, contaminated soils, COVID-19, Utilities, etc.

Chris Boucly provided information on the I-405 Improvement Project Public Outreach program. He said OCTA has been conducting virtual meetings since the beginning of the pandemic and OCTA sees an increased number of people participating and viewing the meeting recordings; more than a normal in-person meeting. OCTA also meets with key stakeholders in the project area. Chris provided metrics related to community inquiries and techniques used to provide

outreach to motorists and residents. <The full presentation is available upon request.>

Committee Member Comments:

Andrew Ramirez asked about the timing on the infrastructure behind the Express Lanes. Steven King said the opening of the entire project is tied to the opening and operation of the Express Lanes which is late 2023. Some of the infrastructure has started construction.

Ajay Khetani asked why construction information is pushed out through Waze and not other mapping applications. Chris Boucly said OCTA has partnered with Waze and developed a relationship with the developer. Waze is owned by Google. OCTA coordinates with the developer and includes city developed detours. Chris said there is no real way for OCTA to coordinate like this with Google Maps, but Google Maps does get information from Waze.

9. OCTA Staff Updates

- A. OC Streetcar Update – Tresa Oliveri provided an update on the OC Streetcar Project. She showed the project route with a connection to the Metrolink Station in the City of Santa Ana. She showed new pictures of the Maintenance and Storage Facility (MSF), station stops with embedded track, other track installation and the vehicles. Tresa talked about public outreach for the project. The outreach team provides flyers, meets with businesses, and created the Eat, Shop, Play program. <The full presentation can be found on OCTA.net>

Committee Member Comments:

Douglas Gillian asked about delays. Tresa Oliveri said there have been archeological findings in the project area as well as remnants of the old Red Car Line in Santa Ana that were not anticipated and needed removal in addition to unexpected utility work. Douglas Gillian said there was track laid along Santa Ana Boulevard and where the old bus station was, but it has not been concreted in. He said it seems like a long time for the track to just be sitting there and not finished. Tresa said this area has been a particular challenge. There were a number of utilities there that had not been identified ahead of time. She said work will begin on that area in the next couple of weeks.

- B. Sales Tax Update – Sean Murdock provided an update on the Sales Tax Forecast. At the last meeting OCTA saw a tremendous increase in M2 sales tax revenue in the third quarter ending March. OCTA continues to see an increase in the fourth quarter. Sean said OCTA receives the sales tax money two months in arrears. After the end of the fourth quarter OCTA will receive a true-up payment and we hope to see additional revenue from that payment. Sean said OCTA received an updated sales tax forecast and we hope to provide that information along with the true-up payment to come up with a final forecast for this year's Measure M2 program. He said last year the Measure M2 revenue fell from \$13.4 billion to

\$11.6 billion primarily due to Covid. OCTA conservatively forecast the revenue will grow from 11.6 billion to \$12.5 billion. He said hopefully the actuals will be higher than the estimate. The final forecast will be presented at the next TOC meeting.

- C. Measure M2 Community-Based Transit Circulators Program (Project V) – Joseph Alcock stated that the Project V component of the CTFP provides funding for Community-Based Transit Circulators. He stated that to date OCTA had awarded \$52 million in M2 Project V funds to support various community-based transit circulators throughout the County. He also indicated that the pandemic had taken a toll on these services and noted that just 12 of the awarded services were currently active. He stated that at the height of the pandemic there were only two services running. Mr. Alcock also stated that in early in early 2022 there would be two new services starting the cities of Huntington Beach and Laguna Niguel. He then concluded by discussing recent programmatic revisions and stated that OCTA was working with local agencies to implement these changes via amendments to existing cooperative agreements.
- D. Staff Liaison Update – Alice Rogan said we had anticipated going back to in-person meetings after Labor Day, but now we are unsure if the Governor's Executive Order will be extended allowing for virtual meetings. Alice welcomed the new members. Included in the agenda packet is the latest OCTA Coronavirus Update. Below are the subcommittee assignments:

<u>Audit Subcommittee</u>	<u>Annual Eligibility Review</u>	<u>Environmental Oversight</u>
Frank Davies	Douglas Anderson	Ajah Khetani
Harry Sloan	Douglas Gillan	
Tuan Nguyen	Joseph McCarthy	
Michael Pasquel	Andrew Ramirez	
Mark Kizzar	Shannon O'Toole	

5. Annual Eligibility Review Subcommittee Report

Joseph Alcock said it looks like this committee will meet at the end of September and the meeting will focus on receiving and reviewing Phase one eligibility submittals including pavement management plans, congestion management programs and mitigation fee programs.

6. Audit Subcommittee Report

There was no report.

7. Environmental Oversight Committee Report

Jared Hill provided the report since there was not a TOC member assigned to the committee at the time of the last EOC meeting. He said at the last meeting the committee received presentations on OCTA's Conservation Plan Annual Update, Fire

Management Plans and the status of the equestrian rides and hike events. In addition, the 2020 Conservation Plan Annual Report documented that OCTA is complying and on target with the Conservation Plan commitments. The Fire Management Plan for the Silverado Chaparral Preserve has been reviewed and approved by the Orange County Fire Authority and is pending approval from the wildlife agencies. Jared said the equestrian rides and hikes are expected to return starting in September. Staff will continue to monitor Covid-19 guidelines to determine if there are any new health agency guidance regarding public gatherings.

9. Committee Member Reports

Chair Frank Davies congratulated and acknowledged that Tuan Nguyen was approved at the last meeting as Co-Chair of the TOC.

10. Adjournment

Chair Frank Davies adjourned the meeting. He thanked staff for presentations and coordinating the meeting along with the new member orientation.

The next meeting will be held via teleconference on August 12, 2021 at 5pm.

Taxpayer Oversight Committee

Fiscal Year 2021-2022

Attendance Record

X = Present

E = Excused Absence

* = Absence Pending Approval

U = Unexcused Absence

-- = Resigned

Meeting Date	July	10-Aug.	Sept.	12-Oct.	Nov.	14-Dec.	Jan.	8-Feb.	March	12-Apr.	May	14-Jun.
Douglas P. Gillen		X										
Andrew Ramirez		X										
Joseph McCarthy		X										
Harry Sloan		X										
Mark Kizzar		X										
Joseph McCarthy		X										
Tuan Nguyen		X										
Michael Pascual		X										
Ajay Khetani		X										
Shannon O'Toole		X										
Douglas Anderson		X										
Frank Davies		X										

Absences Pending Approval

Meeting Date

Name

Reason

Action Items



October 12, 2021

To: Taxpayer Oversight Committee
From: Orange County Transportation Authority Staff
Subject: Measure M2 Annual Eligibility Review

Overview

The Measure M2 Ordinance requires all local agencies in Orange County to annually satisfy eligibility requirements to receive Measure M2 net revenues. The Annual Eligibility Review Subcommittee has convened and completed its review process for the current review cycle and required eligibility items are presented for Taxpayer Oversight Committee confirmation of receipt and review.

Recommendation

Affirm that the Taxpayer Oversight Committee has received and reviewed Pavement Management Plans (for applicable local agencies), Congestion Management Program submittals, and Mitigation Fee Programs for all local agencies in Orange County.

Background

According to the Measure M2 (M2) Ordinance, the Taxpayer Oversight Committee (TOC) shall receive and review local agencies' Local Signal Synchronization Plans (LSSP), Mitigation Fee Programs (MFP), Expenditure Reports, the Congestion Management Program (CMP), and Pavement Management Plans (PMP).

The Annual Eligibility Review (AER) Subcommittee has been designated by the TOC to first receive and review eligibility submittals with support from Orange County Transportation Authority (OCTA) staff to ensure that required documents have been submitted and reviewed. For this eligibility cycle, PMPs, the CMP, and MFPs were due.

Discussion

Local agencies are required to annually submit eligibility packages by June 30th. For this eligibility cycle, OCTA staff reviewed local agencies' PMP, CMP, and MFP submittals to ensure timeliness and accuracy. Staff also worked closely with local agencies to obtain additional information and/or back up materials as needed. For reference, the PMP submittal schedule is included as Attachment A¹.

The AER Subcommittee convened on September 28, 2021, to discuss these three required eligibility components and affirmed its receipt and review of all 35 local agencies' PMP, CMP, and MFP submittals consistent with M2 eligibility submittal requirements. As such, summary compliance tables for local agencies' PMP (Attachment B), CMP (Attachment C), and MFP (Attachment D) submittals are provided for the TOC's affirmation of receipt and review.

As part of its receipt and review process, the AER Subcommittee requested that staff follow up with a local agency to clarify one of its CMP inputs and continue monitoring another local agency's pavement condition. The local agency's CMP input has now been clarified, and staff will continue monitoring all local agencies' pavement condition as part of regular M2 eligibility review processes.

Accordingly, TOC affirmation of its receipt and review of all 35 local agencies' PMP, CMP, and MFP submittals consistent with M2 eligibility submittal requirements is now requested.

Next Steps

Upon TOC affirmation of receipt and review of these eligibility submittals, staff will recommend a final finding by the OCTA Regional Highways and Planning Committee and Board of Directors, in December, that all 35 Orange County local agencies be deemed eligible to continue to receive M2 net revenues.

Summary

All local agencies in Orange County submitted required Measure M2 eligibility materials for the current review cycle. The AER Subcommittee has completed its review of required PMP, CMP, and MFP documentation. Its comments have been received and addressed and these materials are now offered for TOC affirmation of receipt and review.

¹ For this eligibility review cycle, PMPs were required from 14 local agencies. The remaining 21 local agencies' PMPs will be submitted and reviewed during the next eligibility review cycle.

Attachments

- A. Local Agency Pavement Management Plan (PMP) Submittal Schedule
- B. 2021 Measure M2 Eligibility Summary Table of Pavement Management Plan (PMP) Elements
- C. 2021 Congestion Management Program Summary of Compliance
- D. FY2021/2022 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

**Local Agency Pavement Management Plan (PMP)
Submittal Schedule¹**

Local Agency	Updated PMP
Aliso Viejo	June Even Year
Anaheim	June Odd Year
Brea	June Odd Year
Buena Park	June Even Year
Costa Mesa	June Even Year
County of Orange	June Odd Year
Cypress	June Odd Year
Dana Point	June Odd Year
Fountain Valley	June Even Year
Fullerton	June Even Year
Garden Grove	June Even Year
Huntington Beach	June Even Year
Irvine	June Odd Year
La Habra	June Odd Year
La Palma	June Even Year
Laguna Beach	June Even Year
Laguna Hills	June Even Year
Laguna Niguel	June Even Year
Laguna Woods	June Even Year
Lake Forest	June Odd Year
Los Alamitos	June Odd Year
Mission Viejo	June Even Year
Newport Beach	June Odd Year
Orange	June Even Year
Placentia	June Even Year
Rancho Santa Margarita	June Even Year
San Clemente	June Odd Year
San Juan Capistrano	June Odd Year
Santa Ana	June Even Year
Seal Beach	June Even Year
Stanton	June Odd Year
Tustin	June Odd Year
Villa Park	June Even Year
Westminster	June Even Year
Yorba Linda	June Even Year

¹Shaded local agencies submitted a PMP update during this eligibility review cycle.


2021 Measure M2 Eligibility
Summary Table of Pavement Management Plan (PMP) Elements

Local Agency	Current Network PCI	Current MPAH PCI	Current Local PCI	Projected Network PCI	Projected MPAH PCI	Projected Local PCI	7 Year R&R Plan Limits	7 Year R&R Plan Areas	7 Year R&R Plan Class	7 Year R&R Plan PCI	7 Year R&R Plan Inspection Dates	7 Year R&R Plan Treatment Type	7 Year R&R Plan Treatment Cost	7 Year R&R Plan Treatment Year	QA/QC	7 Years Current Budget \$ x 10 ⁶	7 Years Maintain Network PCI \$ x 10 ⁶	7 Years Improve Network PCI \$ x 10 ⁶	Certification Form	Compliant PMP (Y or N)
Anaheim	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Brea	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
County of Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Cypress	G	G	VG	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Dana Point	VG	VG	G	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Irvine	VG	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Habra	G	G	G	VG	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Lake Forest	G	F	G	F	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Los Alamitos	F	P	F	P	VP	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Newport Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
San Clemente	G	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
San Juan Capistrano	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Stanton	G	F	G	F	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Tustin	G	G	VG	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	85-100
Good	G	75-84
Fair	F	60-74
Poor	P	41-59
Very Poor	VP	0-40

Acronyms	
Micro	MicroPaver Pavement Management Program
MPAH	Master Plan of Arterial Highways
PCI	Pavement Condition Index
QA/QC	Quality Assurance/Quality Control Plan
R&R	Road Maintenance & Rehabilitation Plan
SS	StreetSaver Pavement Management Program

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for purposes of meeting requirements related to the Pavement Management Plan.



Harry W. Thomas, OCTA

**2021 Congestion Management Program
Summary of Compliance**

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2021 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

*No CMP intersections within jurisdiction

I certify that the information contained in this table is accurate representation of materials submitted to OCTA for purposes of meeting requirements related to the Congestion Management Program.



Sam Sharvini, OCTA

**FY2021/2022 Measure M2 Eligibility
Mitigation Fee Program Compliance Summary**

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Aliso Viejo	Adopted		Fee worksheet provided	Development Agreements		Meets Requirement
Anaheim	Adopted		Fee schedule provided			Meets Requirement
Brea	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Buena Park	Adopted		Fee schedule provided			Meets Requirement
Costa Mesa	Adopted		Fee schedule provided			Meets Requirement
County of Orange	Adopted		Fee schedule provided			Meets Requirement
Cypress	Adopted		Fee schedule provided			Meets Requirement
Dana Point	Adopted	Feasibility Study		Ordinance provided		Meets Requirement
Fountain Valley	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Fullerton	Adopted		Fee schedule provided	Policy and Reso		Meets Requirement
Garden Grove	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Huntington Beach	Adopted	Nexus Study	Fee schedule provided	Resolution provided		Meets Requirement
Irvine	Adopted	Nexus Study Excerpt	Fee schedule provided	Municipal Code		Meets Requirement
La Habra	Adopted		Fee schedule provided	Ordinance provided		Meets Requirement
La Palma	Adopted			General Plan/Ordinance		Meets Requirement
Laguna Beach	Adopted				Municipal Code letter	Meets Requirement
Laguna Hills	Adopted	Fee Study		Municipal Code w/Fee		Meets Requirement
Laguna Niguel	Adopted		Fee schedule provided			Meets Requirement
Laguna Woods	Adopted		Fee schedule provided			Meets Requirement
Lake Forest	Adopted	5-year Update		Ordinance w/fee		Meets Requirement
Los Alamitos	Adopted		Fee schedule provided			Meets Requirement
Mission Viejo	Adopted		Fee schedule provided			Meets Requirement
Newport Beach	Adopted		Fee schedule provided			Meets Requirement
Orange	Adopted	Update Study	Fee schedule provided	Ordinance provided		Meets Requirement

**FY2021/2022 Measure M2 Eligibility
Mitigation Fee Program Compliance Summary**

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Placentia	TBD			Municipal Code w/Fee		Meets Requirement
Rancho Santa Margarita	Adopted	Nexus Study	Fee schedule provided	Ordinance provided		Meets Requirement
San Clemente	Adopted	Nexus Study & amendments		Resolution provided		Meets Requirement
San Juan Capistrano	Adopted		Fee schedule provided	Resolution provided		Meets Requirement
Santa Ana	Adopted		Fee schedule provided			Meets Requirement
Seal Beach	Adopted		Fee schedule provided			Meets Requirement
Stanton	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Tustin	Adopted		Fee schedule provided			Meets Requirement
Villa Park	TBD				Municipal Code letter	Meets Requirement
Westminster	Adopted	Update Study		Resolution w/fee		Meets Requirement
Yorba Linda	Adopted			Resolution w/fee		Meets Requirement

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for the purposes of meeting Renewed Measure M eligibility requirements related to the Mitigation Fee Program. (Ordinance No. 3, Attachment B, Section III.A.2)



Paul Rodriguez, Principal
Rodriguez Consulting Group

Presentation Items



COMMITTEE TRANSMITTAL

September 27, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board *Andrea West*

Subject: 2021 Measure M2 Sales Tax Forecast

Finance and Administration Committee Meeting of September 22, 2021

Present: Directors Foley, Goodell, Hennessey, Hernandez, and Jones

Absent: Directors Harper and Muller

Committee Vote

Following a discussion, no action was taken on this receive and file information item.

Staff Recommendation

Receive and file as an information item.



September 22, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2021 Measure M2 Sales Tax Forecast

Overview

The Orange County Transportation Authority contracts with MuniServices, LLC and three universities to forecast Measure M2 taxable sales. MuniServices, LLC and the three universities have each provided updated forecasts and staff has incorporated the new information into the annual update for the long-range forecast of Measure M2 taxable sales.

Recommendation

Receive and file as an information item.

Background

On March 28, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to forecast taxable sales in Orange County by utilizing MuniServices, LLC (MuniServices) forecasted taxable sales growth rates for the first five years of the forecast period, and average growth rates based on forecasted taxable sales from three universities: Chapman University (Chapman), California State University, Fullerton (CSUF), and University of California, Los Angeles (UCLA), for the remaining years.

OCTA received final tax receipts for fiscal year (FY) 2020-21 in August 2021 and has prepared the final 2021 Measure M2 (M2) sales tax forecast update.

Discussion

The coronavirus (COVID-19) has presented a significant challenge to global and national economies. State and local governments across the United States issued orders for residents to self-quarantine and refrain from non-essential travel to slow the spread of the virus. The stay-at-home orders, the absence of

leisure and business travel into the region, and the closure of the Disneyland Resort, hotels, and other businesses led to significant layoffs in Orange County, especially in the leisure and hospitality sector.

After more than a year of economic downturn due to COVID-19, Orange County's economy is showing signs of emerging from the pandemic. As vaccinations have been made available, employees are starting to return to work and the unemployment rate has decreased to 6.4 percent as of June 2021 as businesses began rehiring. In addition, home prices are surging, travel has increased, and tourist attractions have reopened in phases after being closed for more than a year.

As a result of the improving Orange County economy, final M2 sales tax receipts for FY 2020-21 came in at \$345 million, which is the highest amount of M2 sales tax receipts received in any FY. The 2021 M2 sales tax forecast was completed incorporating the final sales tax receipts for FY 2020-21 and the updated sales tax forecasts provided by MuniServices, CSUF, Chapman, and UCLA. The new forecast projects sales tax available to support the M2 Program to be \$13.2 billion over the 30-year period. This represents a year-over-year increase of \$1.6 billion (13.8 percent) in forecasted sales tax when compared to last year's forecast of \$11.6 billion.

The MuniServices forecast includes the period from FY 2021-22 through FY 2025-26. The average annual sales tax growth rate over that period based on the MuniServices forecast is 4.4 percent. The three-university average annual growth rate for the remaining years (FY 2026-27 through FY 2040-41) is three percent and the average annual growth rate over the entire forecast period is 3.4 percent.

While the economy continues to improve, the threat of the delta variant and potential new strains of COVID-19 remain. Staff will continue to monitor the short- and long-term impacts of COVID-19 on M2 sales tax revenues. Staff will also determine the impacts of the updated M2 sales tax forecast to M2 programs and projects and return to the Board with the impacts over the coming months as the Next 10 Plan is updated.

Summary

OCTA has finalized sales tax receipts for FY 2020-21 and incorporated updated sales tax forecasts from MuniServices, CSUF, Chapman, and UCLA. It is anticipated that total sales tax available to support the M2 Program will be \$13.2 billion. This represents a year-over-year increase of \$1.6 billion (13.8 percent) in sales tax when compared to last year's forecast of

\$11.6 billion. Staff will determine the impacts of the forecast to M2 programs and projects and return to the Board with those impacts over the coming months as the Next 10 Delivery Plan is updated.

Attachment

- A. Orange County Transportation Authority M2 Sales Tax Revenue Forecast – 2021

Prepared by:

A handwritten signature in blue ink that reads "Supindajit Kaur".

Sam Kaur
Department Manager,
Revenue Administration
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Approved by:

A handwritten signature in blue ink that reads "A. Oftelie".

Andrew Oftelie
Chief Financial Officer,
Finance and Administration
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Orange County Transportation Authority
M2 Sales Tax Revenue Forecast - 2021

In Nominal Dollars

	Fiscal Year	Actual Growth	Chapman		UCLA		CSUF		MuniServices		Board Approved Forecast	
			Gross Sales Tax*	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Blended Growth Rate
Actuals	2011 **	6.50%	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-
	2012	6.20%	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-
	2013	6.17%	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-
	2014	4.96%	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-
	2015	4.30%	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-
	2016	3.20%	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-
	2017	2.60%	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-
	2018	4.12%	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-
	2019	3.38%	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-
	2020	-4.33%	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-
Short-Term	2021	8.61%	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-
	2022		381,047,413	10.34%	354,645,041	2.69%	371,781,772	7.66%	376,426,247	9.00%	376,426,247	9.00%
	2023		389,298,297	2.17%	365,635,915	3.10%	392,696,031	5.63%	397,129,690	5.50%	397,129,690	5.50%
	2024		409,417,246	5.17%	378,357,437	3.48%	412,311,270	5.00%	408,646,452	2.90%	408,646,452	2.90%
	2025		420,186,224	2.63%	392,632,744	3.77%	430,769,717	4.48%	418,453,966	2.40%	418,453,966	2.40%
	2026		434,861,343	3.49%	407,309,356	3.74%	446,136,555	3.57%	427,659,954	2.20%	427,659,954	2.20%
Long-Term	2027		449,201,060	3.30%	422,516,417	3.73%	458,688,325	2.81%			441,693,637	3.28%
	2028		463,865,859	3.26%	438,293,183	3.73%	467,652,027	1.95%			454,875,018	2.98%
	2029		479,000,221	3.26%	454,659,047	3.73%	476,862,012	1.97%			468,469,820	2.99%
	2030		493,912,701	3.11%	471,642,123	3.74%	487,241,230	2.18%			482,563,204	3.01%
	2031		508,639,420	2.98%	489,210,947	3.73%	498,950,642	2.40%			497,216,853	3.04%
	2032		523,201,019	2.86%	507,328,832	3.70%	511,739,904	2.56%			512,348,116	3.04%
	2033		538,005,139	2.83%	526,014,511	3.68%	525,559,589	2.70%			528,082,680	3.07%
	2034		553,232,381	2.83%	545,281,421	3.66%	540,216,230	2.79%			544,421,371	3.09%
	2035		568,862,105	2.83%	565,143,134	3.64%	555,092,920	2.75%			561,155,930	3.07%
	2036		584,904,631	2.82%	585,613,348	3.62%	570,187,114	2.72%			578,292,615	3.05%
	2037		601,396,080	2.82%	606,705,915	3.60%	585,126,555	2.62%			595,721,190	3.01%
	2038		618,357,092	2.82%	628,434,784	3.58%	600,117,398	2.56%			613,520,756	2.99%
	2039		635,792,826	2.82%	650,814,039	3.56%	615,376,300	2.54%			631,769,828	2.97%
	2040		653,662,002	2.81%	673,866,585	3.54%	630,972,413	2.53%			650,485,054	2.96%
	2041 **		504,019,906	2.81%	523,146,882	3.51%	485,203,587	2.53%			502,257,860	2.95%
Total			\$ 13,287,973,365	3.40%	\$ 13,064,362,061	3.58%	\$ 13,139,791,993	3.20%			\$ 13,168,300,643	3.38%

*Fiscal years 2011 through 2017, 2020 and 2021 represent actual sales tax receipts. Fiscal Year 2018 is based on estimated sales tax revenues from MuniServices, LLC. Fiscal Year 2019 represent actual sales tax receipts plus \$1.58 million additional revenues received for Fiscal Year 2018 above MuniServices Fiscal Year 2018 estimate.

** Fiscal year 2011 includes sales tax receipts for one quarter and fiscal year 2041 represents forecasted sales tax receipts for three quarters.



COMMITTEE TRANSMITTAL

September 13, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board *Andrea West*

Subject: Measure M2 Quarterly Progress Report for the Period of April 2021 Through June 2021

Executive Committee Meeting of September 2, 2021

Present: Directors Do, Murphy, Bartlett, Jones, and Shaw

Absent: Director Hennessey

Committee Vote

Following the roll call vote, this item was declared passed 5-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



September 2, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of April 2021 Through June 2021

Overview

Staff has prepared the Measure M2 quarterly progress report for the fourth quarter of fiscal year 2020-21 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and is available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines the requirements for implementing the Plan. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the Board of Directors (Board). The Board is also provided with individual project staff reports and overall reports on the status of various capital projects by the Capital Programs Division.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of April 1, 2021 through June 30, 2021 (Attachment A). The report includes project budget and schedule information as provided and reported in the Capital Action Plan. Information on the Local Fair Share and Senior Mobility Program (SMP) payments made to cities during the quarter is also included.

Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities. Two areas are highlighted below.

M2 Ordinance Tracking Matrix

The PMO created and annually updates a compliance matrix to track compliance with the numerous requirements in the M2 Ordinance. The matrix details the status of each requirement and includes supporting documentation. The annual update is shared with the Taxpayer Oversight Committee (TOC) as a resource for committee members. This quarter, the TOC met on June 8, 2021, to conduct the required annual M2 hearing and determined that M2 is being delivered as promised to Orange County voters for the 30th consecutive year.

Triennial Performance Assessment

To evaluate OCTA's efficiency and effectiveness in the delivery of M2, the M2 Ordinance requires a performance assessment to be conducted at least once every three years. Four prior performance assessments have been completed to date, with the most recent report covering the period between July 1, 2015, and June 30, 2018. During the quarter, a consultant was selected to conduct the fifth performance assessment covering the period between July 1, 2018, and June 30, 2021. Assessment efforts are underway, with the final report anticipated to be complete in early 2022.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the fourth quarter of fiscal year (FY) 2020-21.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. Currently, while in year 11 of the 30-year program, 13 project segments are complete, four are in construction, and another five are readying for

construction. The remaining eight project segments are in various stages of project development.

- Interstate 5 (I-5) between Interstate 405 (I-405) and State Route 55 (SR-55) - This project is split into two segments at Yale Avenue, both of which are being prepared to advance into the design phase. On May 10, 2021, the Board approved selecting a consultant to prepare plans, specifications, and estimates (PS&E) for the southerly segment between I-405 and Yale Avenue. In addition, the contract with the Board-approved consultant for the PS&E of the northerly segment between Yale Avenue and SR-55 was executed on May 6, 2021. (Project B)
- SR-55 between I-405 and I-5 - To prepare this project for the construction phase, the Board approved a consultant to provide construction management support services on April 12, 2021, and a consultant to provide public outreach services on April 26, 2021. (Project F)
- I-405 between State Route 73 and Interstate 605 - Construction on the project is proceeding, and a project update was provided to the Board on April 26, 2021. During the quarter, the Talbert Avenue and Magnolia Street overcrossing bridges were completed and opened to traffic in April and May 2021, respectively. In addition, the first half of the new Bolsa Avenue overcrossing bridge opened to traffic in June 2021, with the other half anticipated to be completed in late 2022. This project is currently 62 percent complete. (Project K)

Streets and Roads

Since 2011, approximately \$959 million has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. To date, 431 project phases have been allocated through the streets and roads competitive funding programs. Of the 431 project phases, 288 phases, equating to approximately 67 percent, have been completed. Additionally, M2 provided \$149 million, a portion of the \$668.7 million total program cost, to grade-separate seven streets and rail crossings, leveraging the majority of the funds (\$519.7 million) from local, state, and federal sources.

- On May 10, 2021, the Board approved programming recommendations for the 2021 Regional Capacity Program and Regional Traffic Signal Synchronization Program (RTSSP) call for projects for 12 projects totaling \$28.6 million. (Project O and Project P)

- A biannual RTSSP update was provided to the Board on June 14, 2021. To date, OCTA and local agencies have successfully implemented traffic signal synchronization timing on 89 corridors, with another 31 projects planned or underway. (Project P)

Transit

The M2 transit mode includes several programs designed to provide additional transportation options. M2 is the primary funding source for Metrolink commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the services. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions. The three lines serving Orange County now operate 41 weekday trains, a 24 percent reduction from 54 weekday trains. During the quarter, ridership recovery trended positively, as total boardings on the Orange County Line increased on average by approximately 127 percent compared to the same quarter last year. As such, Metrolink and OCTA will continue to reassess the service needs in Orange County.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van extension services connecting to Metrolink (\$483,133 to date), local community-based transit circulators and planning studies (\$41.9 million to date), and bus stop improvements (\$2.9 million to date). In parallel, M2 provides a set amount of annual funding to support three programs intended to expand mobility choices for seniors and persons with disabilities (\$91.7 million¹ to date).

- OC Streetcar – A quarterly update was provided to the Transit Committee on April 8, 2021, and to the Board on April 26, 2021, providing information on the status of construction activities, vehicle manufacturing, and public outreach. (Project S)
- SMP – To continue to provide M2 funding to support local, community-based transportation services for seniors, on May 24, 2021, the Board approved new cooperative agreements with the 32 cities and three non-profit agencies. (Project U)
- Senior Non-Emergency Medical Transportation (SNEMT) – On May 24, 2021, the Board approved a new cooperative agreement with the County of Orange to continue providing funds for the SNEMT Program.

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

The SNEMT Program provides non-emergency services, such as trips to the doctor, dentist, therapy, dialysis, and pharmacy. (Project U)

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) with specific activity, and the Environmental Mitigation Program (EMP) through funding provided from the M2 Freeway Program. The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological impacts of freeway projects.

Since 2011, the ECP has allocated approximately \$51.4 million to local jurisdictions for 178 projects for trash removal devices (Tier 1), and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 33 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 78 football fields with one foot deep of trash.

Additionally, the Board previously authorized \$55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and develop the Natural Community Conservation Plan/Habitat Conservation Plan. OCTA has acquired more than 1,300 acres (Preserves) and funded 12 restoration projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary freeway program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. OCTA makes annual deposits of approximately \$2.9 million into the endowment. The performance of the fund may affect the timeframe for full funding of the endowment. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. As of June 30, 2021, the balance of the endowment was \$19.2 million.

During the quarter, a biannual update for the EMP was presented to the Regional Planning and Highways Committee on June 7, 2021, and to the Board on June 14, 2021. The update highlighted progress on restoration projects wild-fire repair, the Conservation Plan, preserve management, fire management plans, Clean Water Act permits, and projects that benefited from the EMP.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- Activities for the SR-55 project between I-405 and I-5 continue to be focused on preparing the project for construction advertisement in December 2021. The work requires close coordination with the California Department of Transportation for complex right-of-way acquisition, as well as timing of funding allocations.
- The OC Streetcar Project has faced many challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control and compliance, added oversight and approvals, and several change requests. To utilize additional federal funds, OCTA continues to work with the Federal Transit Administration project management oversight consultant on a comprehensive project risk, cost, and schedule assessment. Additionally, at the August 2, 2021 Executive Committee meeting, the committee directed staff to prepare a comprehensive OC Streetcar Project briefing to the Board prior to presenting an update to the project cost and schedule, which is anticipated by November 2021.
- From mid-2020 to early 2021, highway project construction bids in the region continued to reflect a favorable market with a high number of bidders and competitive bids priced below the engineer's estimate. There have still been a high number of bidders; however, recent fuel, labor, steel, and lumber material pricing has increased. Bids have varied significantly due to demand, production capacity, and supply chain issues. Staff will continue to monitor market pricing trends and material availability, along with the impacts on construction in the region. In addition, the Board receives an annual report on market conditions key indicators analysis and forecast to provide insight into potential project delivery cost drivers. The next update is anticipated in October 2021.
- Staff has been tracking and monitoring elements of M2 that have been affected by COVID-19, such as the sales tax revenue forecast, traffic patterns, transit ridership, and administrative processes. On a semi-annual basis, projects funded through the Comprehensive Transportation Funding Programs are reviewed to provide opportunities for local agencies to update project information and request project modifications. For the March 2021 review, 59 of the total 79 project adjustment requests were at least partially COVID-19-related. These adjustments were approved by the Board on June 14, 2021.

Staff will continue to monitor all COVID-19 impacts and program challenges closely to ensure M2 remains deliverable as promised to voters.

Summary

As required by the M2 Ordinance, a quarterly report covering activities from April 2021 through June 2021, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

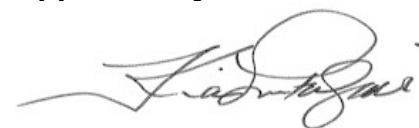
- A. Measure M2 Quarterly Progress Report, Fourth Quarter of Fiscal Year 2020-21, April 1, 2021 through June 30, 2021

Prepared by:

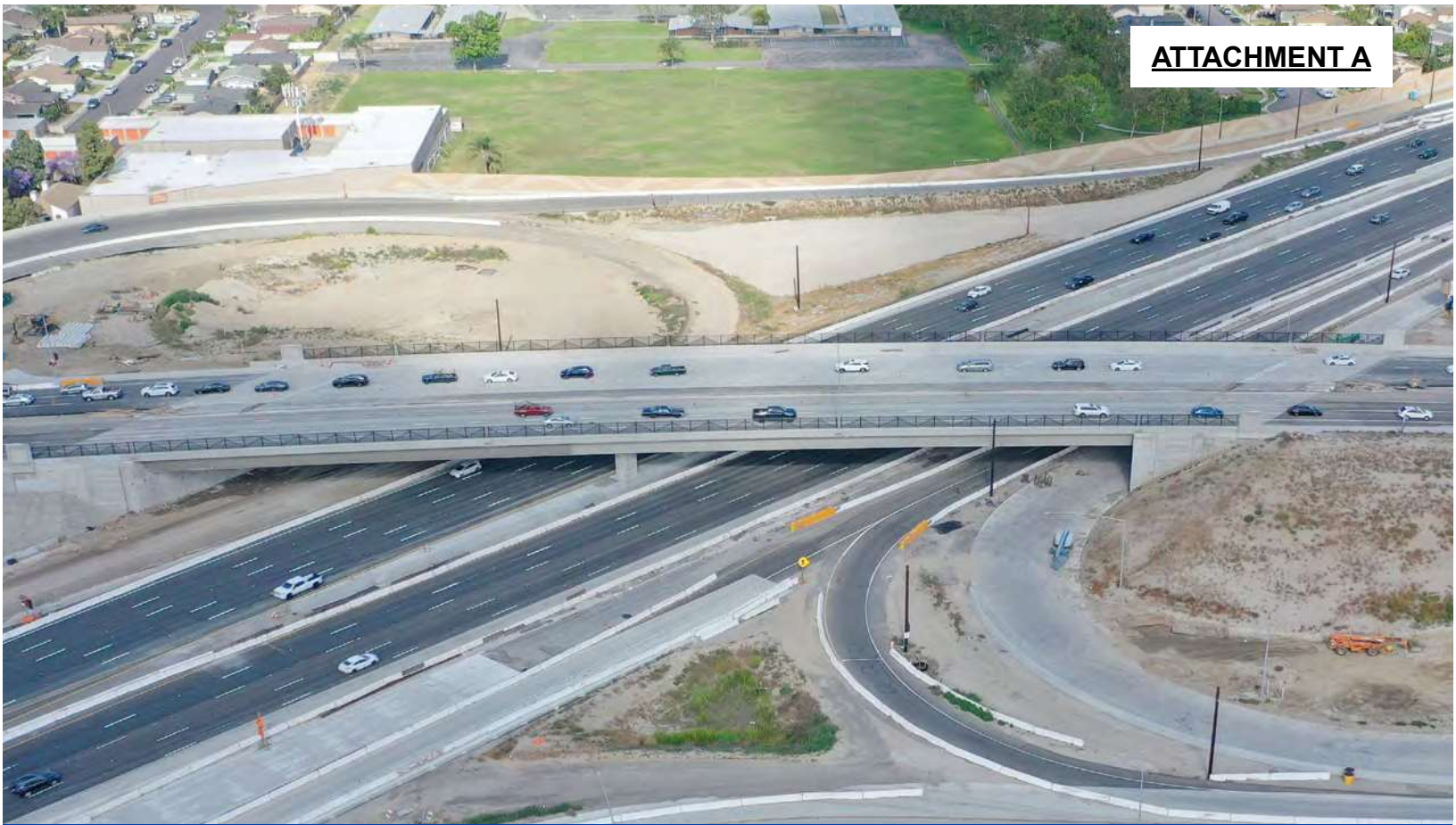


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Approved by:



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MEASURE M2 QUARTERLY PROGRESS REPORT

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

Fourth Quarter Highlights:

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





MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from April 1, 2021, through June 30, 2021, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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



The cover photo shows the Magnolia Street bridge that was completed in May 2021. This bridge is the first two-stage bridge (partially closed but allowed throughway traffic during construction) that was completed as part of the I-405 Improvement Project between SR-73 and I-605.



MEASURE M2 PROGRESS REPORT

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COMMON ABBREVIATIONS

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

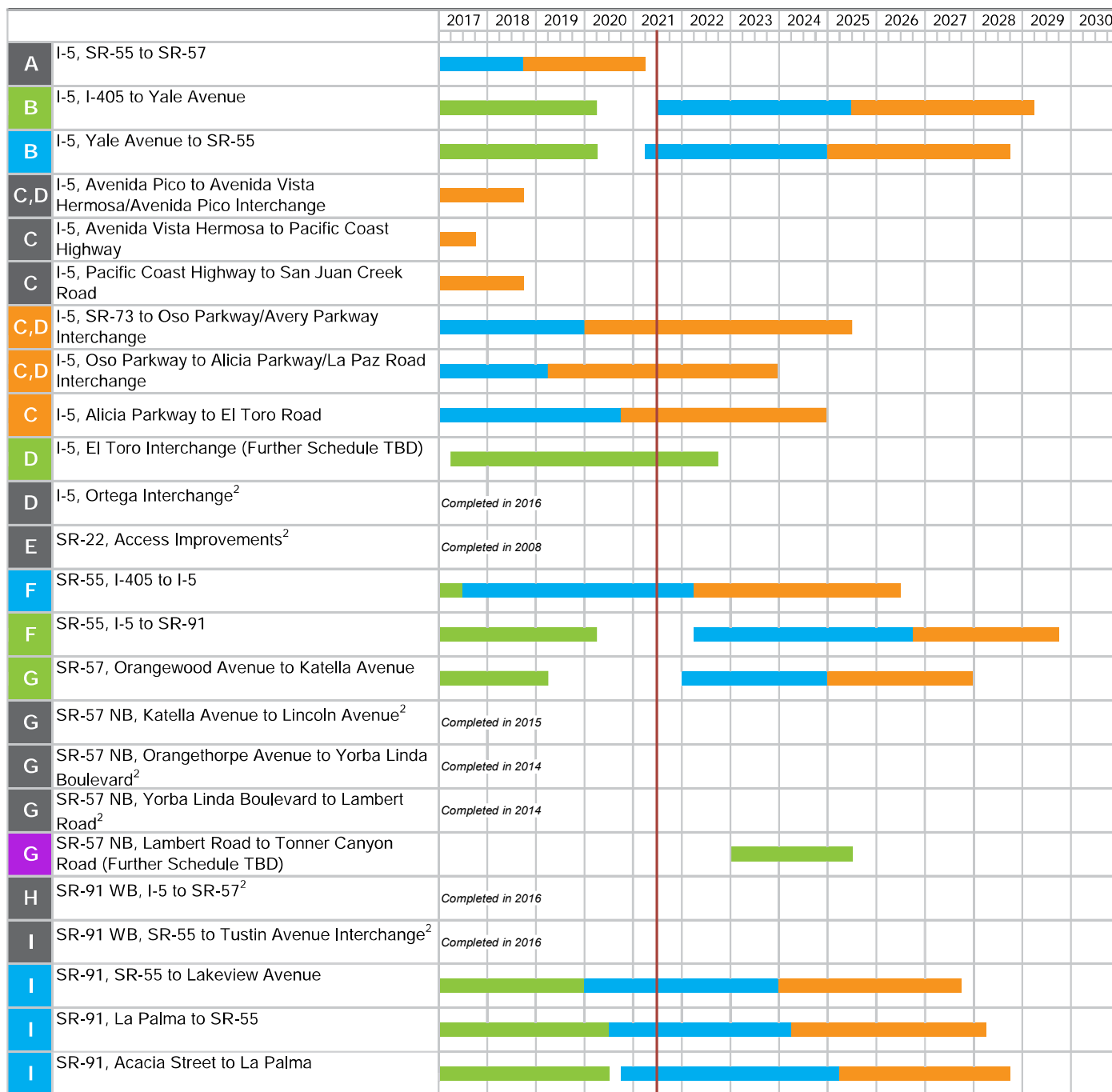
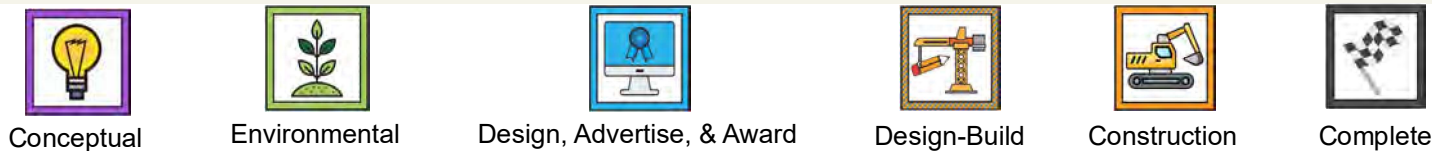


COMMON ABBREVIATIONS

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



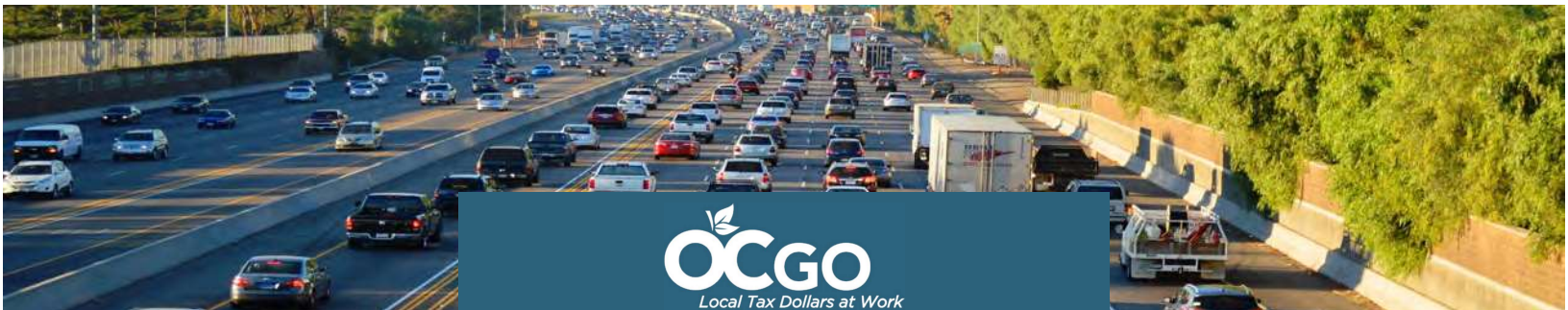
MEASURE M2 PROJECT SCHEDULES



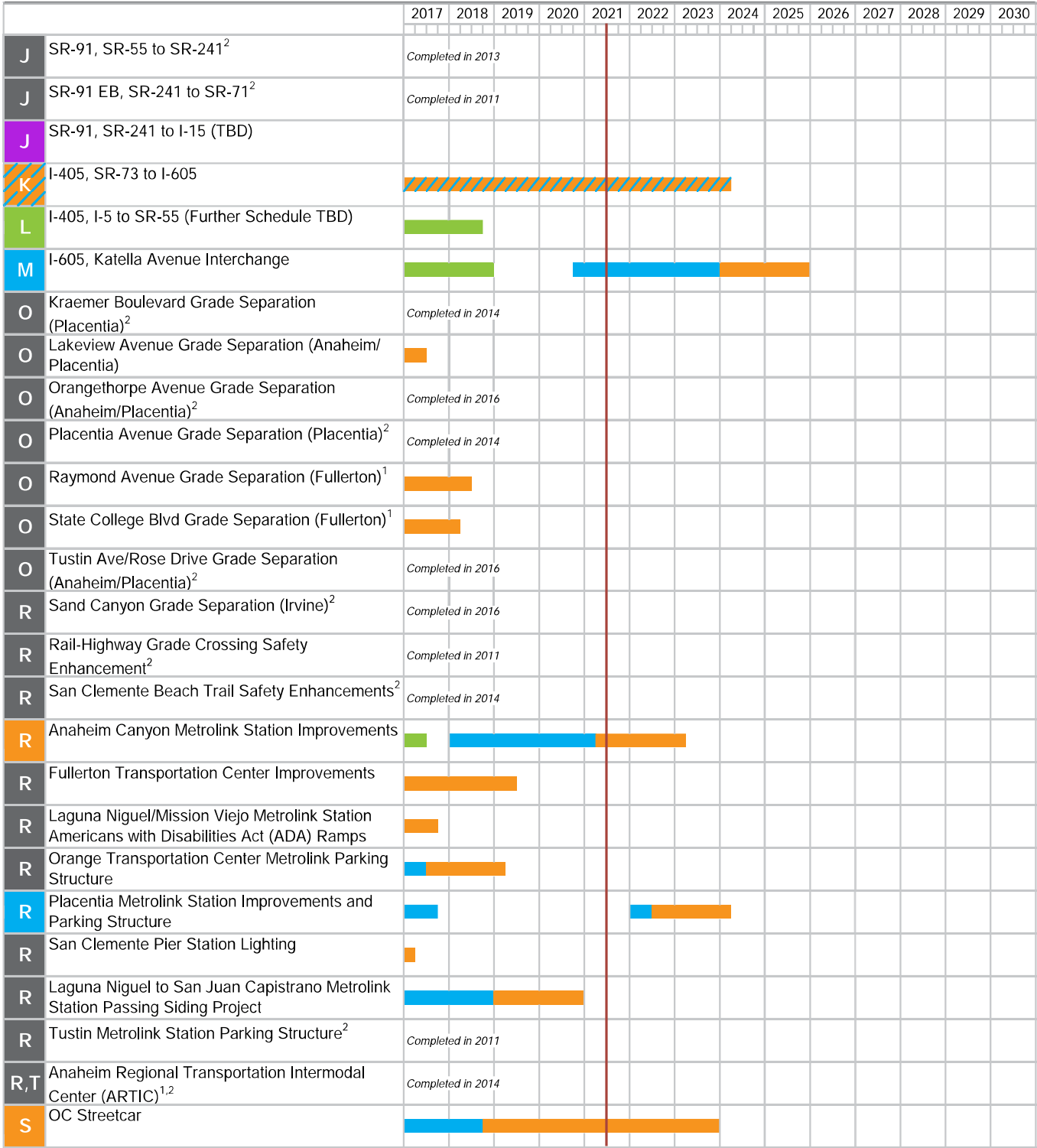
Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

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



MEASURE M2 PROJECT SCHEDULES



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

¹ Projects managed by local agencies

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



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

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

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



MEASURE M2 PROGRESS REPORT

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



Next 10 Delivery Plan ▼

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

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

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

Next 10 Plan Deliverables

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

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

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

Upcoming activities:

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

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

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



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

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

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

Upcoming activities:

- Project O and P - Issue 12th call

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

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

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

Upcoming activities:

- Placentia Metrolink Station - Advertise for construction



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

OC Streetcar

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

Bristol Street Transit Corridor Study

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

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since 2011, approximately \$91.7 million¹ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization program stabilizes fares for seniors and persons with disabilities by discounting the cost of riding transit. See [page 31](#) for more information.

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

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

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



MEASURE M2 PROGRESS REPORT

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

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

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

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

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

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

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



MEASURE M2 PROGRESS REPORT

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

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

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

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

Upcoming activities:

- Project X – Programming recommendation for the 11th Tier 1 call

FREEWAYS

INTERSTATE 5 (I-5) PROJECTS ▼

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

Status: PROJECT COMPLETE

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



PROJECT A

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

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

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

Status: Environmental Phase Complete; Design Contract Awarded

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

PROJECT B

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

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

Status: Design Phase Underway

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

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

FREEWAYS

PROJECT C AND PART OF PROJECT D

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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

FREEWAYS

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

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

Status: Construction Underway - 40 Percent Complete

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

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

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

Status: Construction Underway - 50 Percent Complete

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

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

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

Status: Construction Underway - 11 Percent Complete

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

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

FREEWAYS

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

PROJECT D

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

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

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



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

Segment: I-5, El Toro Interchange

Status: Environmental Phase In Review

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

Summary: Caltrans is the lead in the environmental phase of this project, which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications to how existing on- and off-ramp intersections operate. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the Draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019, however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The assessment kick-off meeting was held on September 16, 2020, and the draft final assessment study was completed on May 27, 2021. Major activities this quarter include the delivery of an updated draft Final Alternatives Assessment Report to include a new alternative which would impact the southeast corner of the project study area. In addition, OCTA continued coordination with the consultant and Caltrans to finalize the ROW cost estimates for each alternative and continued discussions with the three cities to determine which build alternatives will go into the environmental process. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the capital action plan (CAP).



FREEWAYS

STATE ROUTE 22 (SR-22) PROJECTS ▾

PROJECT E

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

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



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

STATE ROUTE 55 (SR-55) PROJECTS ▾

PROJECT F

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

Status: Design Phase Underway - 99 Percent Complete

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

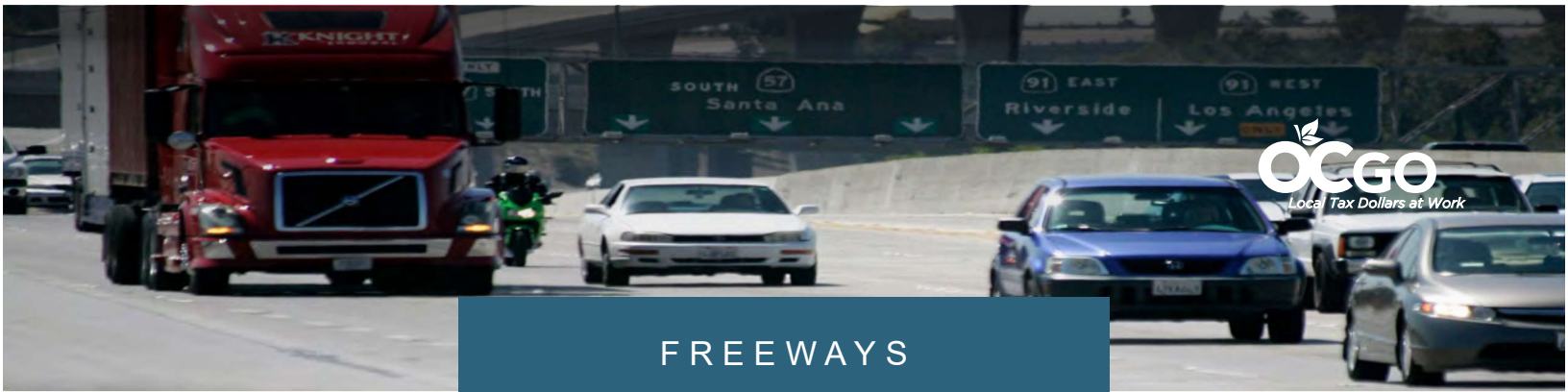
Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits.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

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

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

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

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



STATE ROUTE 57 (SR-57) PROJECTS ▼

PROJECT G

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

Status: Environmental Phase Complete; Design Proposals Under Review

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

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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

FREEWAYS

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

Status: PROJECT COMPLETE

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



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

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

Status: Schedule TBD

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

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

FREWAYS

STATE ROUTE 91 (SR-91) PROJECTS ▼

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

Status: PROJECT COMPLETE

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



PROJECT H

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and opened to traffic on March 7, 2016. The project was officially completed on June 23, 2016.

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

Status: PROJECT COMPLETE

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



PROJECT I

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at the northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and opened to traffic on May 14, 2016. The project was officially completed on July 15, 2016.

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

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

Status: Design Phase Underway; 65 Percent Roadway Design Submitted

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

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

FREEWAYS

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

Status: Design Phase Underway; 35 Percent Roadway Design Submitted

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

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

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

Status: Design Phase Underway; 35 Percent Design Underway

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

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

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

Status: PROJECT COMPLETE

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



PROJECT J

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

FREEWAYS

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

Status: PROJECT COMPLETE

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



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

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

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

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

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

FREEWAYS

INTERSTATE 405 (I-405) PROJECTS ▼

PROJECT K

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

Status: Design-Build Underway - 62% Complete

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

Summary: OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane and a second HOV lane (approximately 16 miles) in both directions to be combined with the existing HOV lane to provide a dual express lanes facility and improve the local interchanges along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster.² The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

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

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

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

PROJECT L

Status: Environmental Phase Complete

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

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



FREEWAYS

INTERSTATE 605 (I-605) PROJECTS ▼

Segment: I-605, Katella Interchange Improvements

Status: Design Phase Underway; 35 Percent Design Submitted

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

PROJECT M

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

FREEWAY SERVICE PATROL ▼

Status: Service Ongoing

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

PROJECT N

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled on Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 15,996 services⁴. Since June 2012, FSP has provided a total of 611,837³ services on the Orange County freeway system.

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

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM ▼

Status: Programming Recommendations for the 11th Call Approved

PROJECT O

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

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

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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



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



STREETS AND ROADS

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

STREETS AND ROADS

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

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



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

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

Status: Programming Recommendations for the 11th Call Approved

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 delays.

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

LOCAL FAIR SHARE ▼

Status: Ongoing

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

PROJECT Q

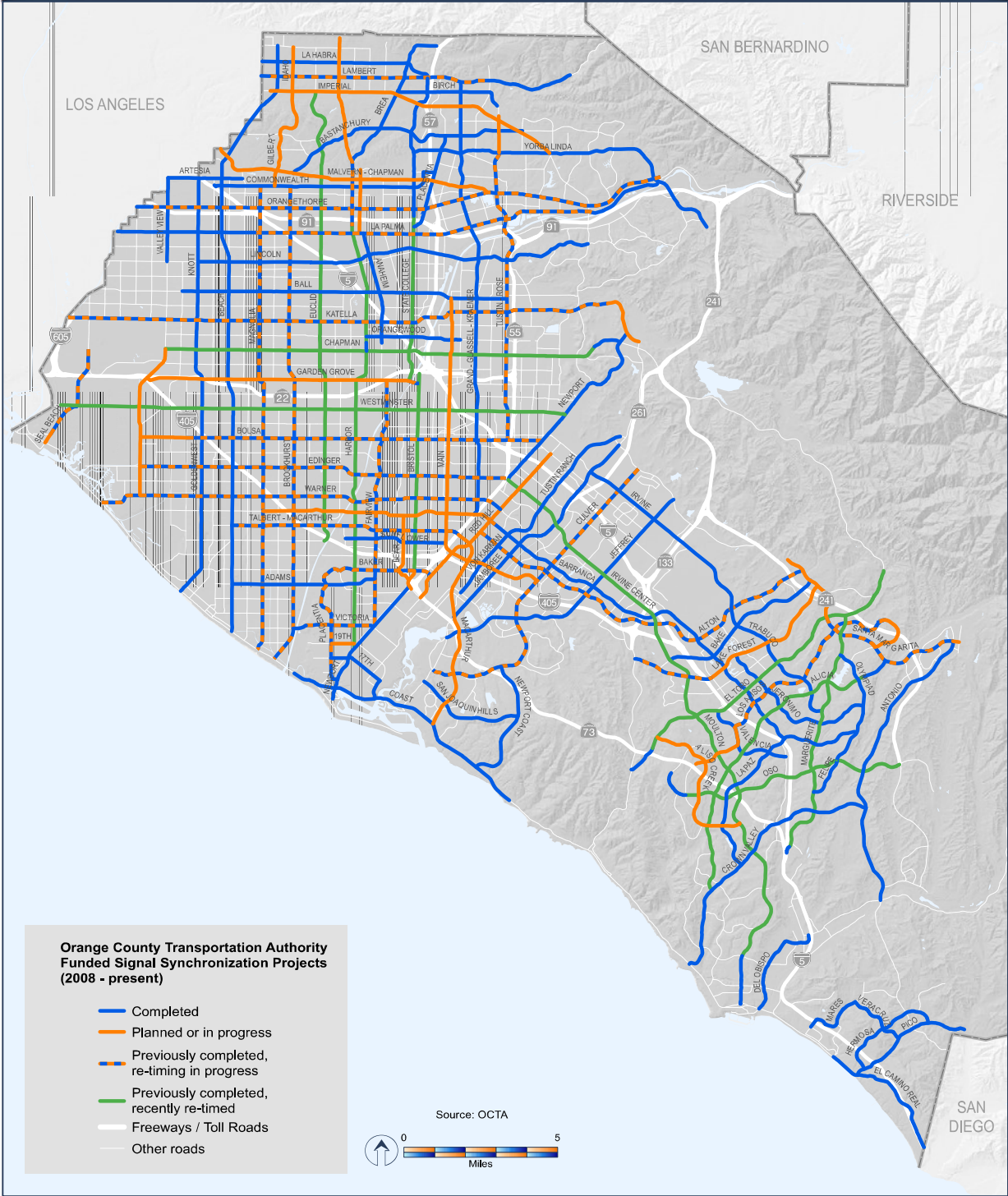
Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to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

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



STREETS AND ROADS

Orange County Transportation Authority-Funded Signal Synchronization Projects (2008 - Present)





TRANSIT

HIGH FREQUENCY METROLINK SERVICE ▼

PROJECT R

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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



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

Project: Metrolink Service Expansion Program

Status: Service Ongoing

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

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

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



Rail Corridor and Station Improvements

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

Segment: Anaheim Canyon Metrolink Station Improvements

Status: Construction Underway

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

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

Segment: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

TRANSIT

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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



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

Segment: New Placentia Metrolink Station and Parking Structure

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

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

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

Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



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





TRANSIT

Additional Rail Corridor Improvements

Completed:

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

Underway:

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

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



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



TRANSIT

Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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



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

TRANSIT EXTENSIONS TO METROLINK ▼

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

Project: OC Streetcar

PROJECT S

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

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

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

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

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



TRANSIT

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

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

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

Project: Bus and Station Van Extension Projects

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

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

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



TRANSIT

METROLINK GATEWAYS ▼

PROJECT T

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

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



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

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▼

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$91.7 million⁴ in Project U funding has been provided under M2.

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

Project: Senior Mobility Program

Status: Ongoing

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

PROJECT U

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

Since inception, more than \$26.5 million⁵ and 2,498,500 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, approximately \$992,000 was paid out to 30 of the 32 participating cities that are currently active. The remaining two cities have temporarily suspended services due to the COVID-19 pandemic.

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



Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, approximately \$28.6 million has been allocated to support 1.38 million SNEMT boardings⁶. This quarter, more than \$1 million in SNEMT funding was paid to the County of Orange.

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

Project: Fare Stabilization Program

Status: Ongoing

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

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

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



COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

PROJECT V

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

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

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

SAFE TRANSIT STOPS ▼

Status: City-Initiated Improvements Underway or Completed

PROJECT W

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

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

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

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

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

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

Project: Environmental Cleanup Program

Status: Ongoing

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

PROJECT X

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

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

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

FREEWAY MITIGATION ▼

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

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



ENVIRONMENTAL

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

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

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

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

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

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

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

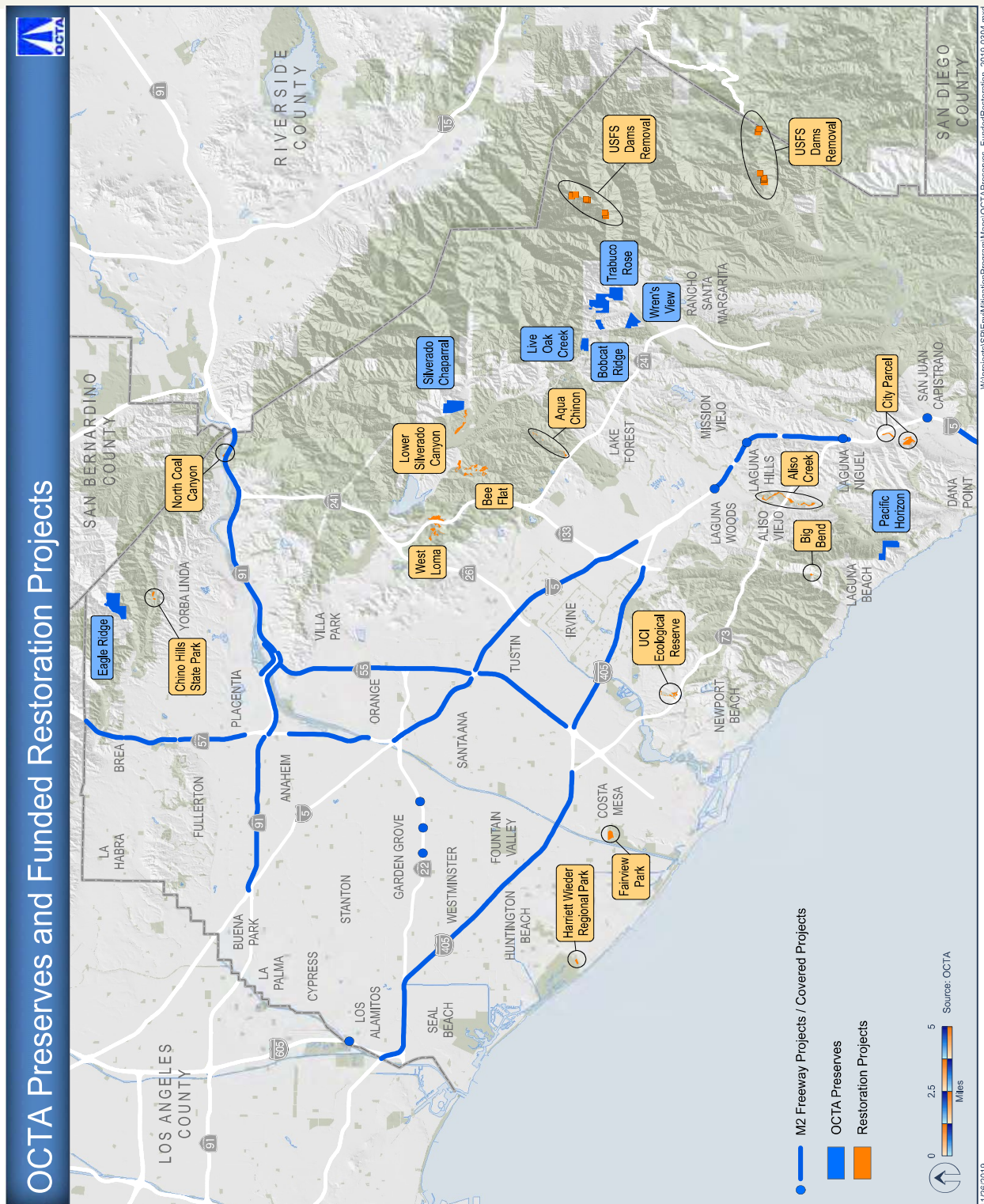
Conservation Plan annual reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and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

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

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

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

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▼

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

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

Market Conditions Forecast and Risk Analysis

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

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

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

Next 10 Delivery Plan

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

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



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

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

M2 Performance Assessment

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

M2 Ordinance Tracking Matrix

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

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

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



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

Engineer's Estimate versus Bids Tracking

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

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

It should be noted that the engineer's estimate is based on a number of factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$11.6 billion or 52 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

PROGRAM MANAGEMENT

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of June 30, 2021, the principal and accrued interest balances have been paid off.

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

Taxpayer Oversight Committee

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

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

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



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

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

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

M2 FINANCING AND SCHEDULE OF FUNDING ▼

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

Revenue Forecast and Collection

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

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

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



PROGRAM MANAGEMENT

Current Forecast

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

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

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

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FINANCING

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

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

FINANCING

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

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

FINANCING

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

Schedule 3

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

FINANCING

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

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

FINANCING

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

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

FINANCING

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

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

LOCAL FAIR SHARE

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

LOCAL FAIR SHARE

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

CAPITAL ACTION PLAN

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Bold = Forecasted/Actual

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

*Status through June 2021. For detailed project information, please refer to the individual project section within this report.

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

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

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Bold = Forecasted/Actual

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

*Status through June 2021. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

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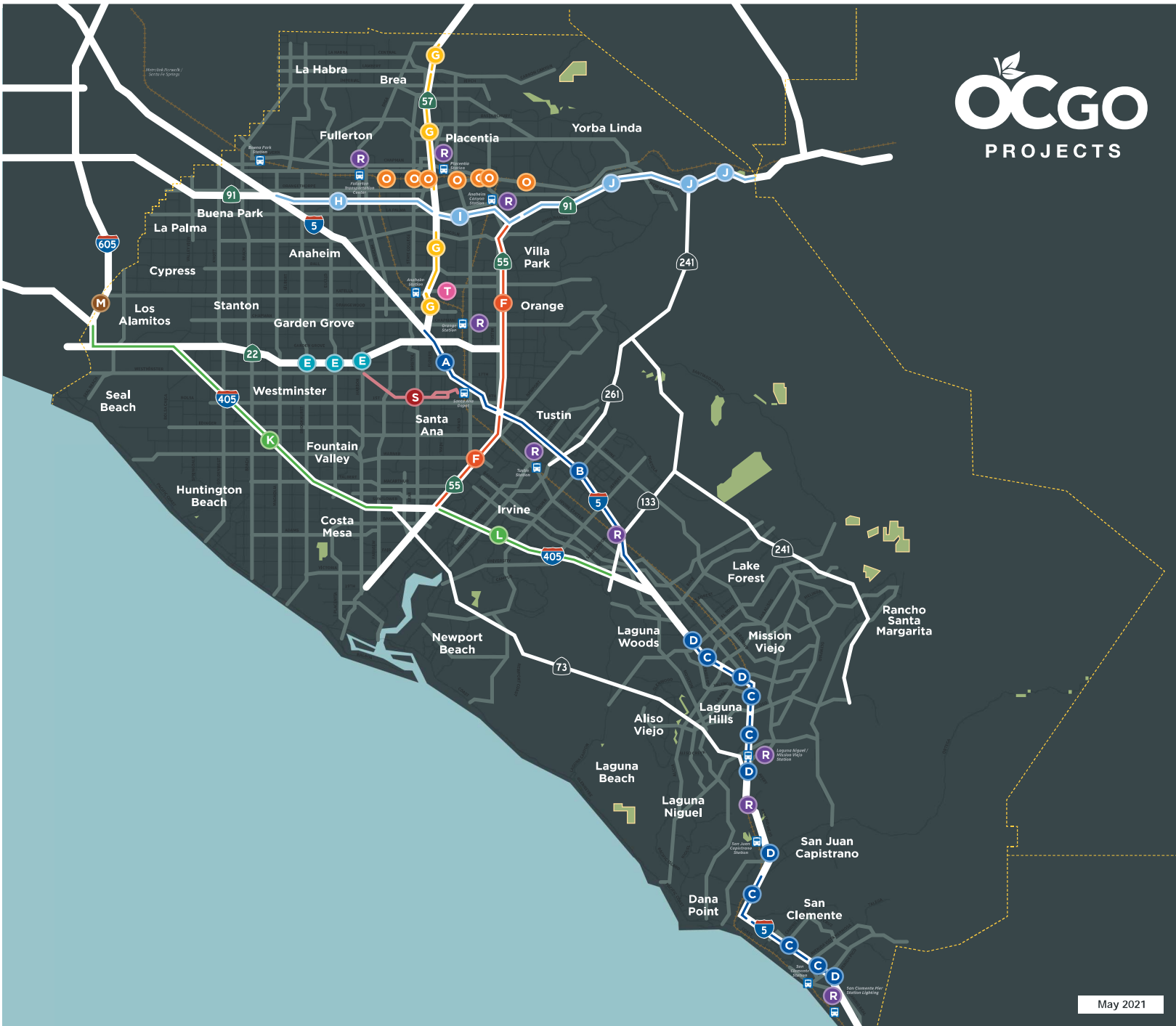
Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

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

*Status through June 2021. For detailed project information, please refer to the individual project section within this report.

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May 2021

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

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

TRANSIT PROJECTS (R-W)

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

OTHER PROJECTS NOT SHOWN

Project N: Freeway Service Patrol
Project O: Regional Capacity Program
Project Q: Local Fair Share Program
Project R: Grade Crossing and Trail Safety Enhancements
Metrolink Service Expansion Program

Project U: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program
Project V: Community Based Transit/Circulators
Project W: Safe Transit Stops
Project X: Environmental Cleanup Program



COMMITTEE TRANSMITTAL

October 11, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board *Andrea West*

Subject: Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis Forecast

Executive Committee Meeting of October 4, 2021

Present: Directors Do, Murphy, Bartlett, Hennessey, Jones, and Shaw
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

At the direction of the Board of Directors, the Orange County Transportation Authority monitors construction market conditions. Annually, a report on Market Conditions Key Indicators Analysis and Forecast is presented to the Board of Directors to provide insight into potential project delivery cost drivers that could affect the Measure M2 Next 10 Delivery Plan. The last effort was presented to the Board of Directors on November 9, 2020. An updated forecast has been prepared and a presentation on the results of this effort is provided.



October 4, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis and Forecast

Overview

At the direction of the Board of Directors, the Orange County Transportation Authority monitors construction market conditions. Annually, a report on Market Conditions Key Indicators Analysis and Forecast is presented to the Board of Directors to provide insight into potential project delivery cost drivers that could affect the Measure M2 Next 10 Delivery Plan. The last effort was presented to the Board of Directors on November 9, 2020. An updated forecast has been prepared and a presentation on the results of this effort is provided.

Recommendation

Continue to monitor market conditions key indicators and provide updates to the Board of Directors as appropriate.

Background

On November 7, 2006, Orange County voters approved the renewal of Measure M, the one-half-cent sales tax for transportation improvements. The Orange County Transportation Authority (OCTA) Board of Directors (Board) continues to advance the implementation of Renewed Measure M (M2) commitments by adopting a series of delivery plans. The delivery plans are designed to validate the ability to implement all projects and programs through 2041 as promised to the voters. The delivery plans consider the cost and timing of the transportation improvements, fluctuations in sales tax revenue projections, access to external revenue, and the use of bonding when necessary.

In 2016, the Board directed staff to acquire better insight into the construction market outlook. The intent was to provide insight into near-term construction market conditions in tandem with the revenue outlook to assist with prudent project delivery decisions. OCTA retained the Orange County Business Council (OCBC), led by Dr. Wallace Walrod, Chief Economic Advisor to OCBC,

and Dr. Marlon Boarnet, Professor and Chair of the Department of Urban Planning and Spatial Analysis at the University of Southern California.

The results of the initial analysis were presented to the Board in September 2017. The analysis identified several near-term cost indicators that could influence the construction market and, by extension, M2 project delivery. These included the pace of transportation construction programs in the neighboring counties (resulting in the strained supply of materials and workers), construction wage pressures, sustained low statewide unemployment, and residential construction demand. Overall, OCBC's analysis identified a strong potential that OCTA could experience an increasing cost environment in the near term.

Following the presentation, the Board directed staff to continue to work with OCBC to monitor and track the indicators and provide the Board with updates to cost risk factors for project delivery. In response, OCBC spent early 2018 analyzing trends and creating an Infrastructure Construction Cost Pressure Index (ICCPI) model. On September 10, 2018, OCBC presented its ICCPI model, and its forecast for 2018, 2019, and 2020 cost fluctuation ranges, to the Board.

Discussion

OCBC continues to monitor trends in material costs, labor costs, and general economic conditions and trends. Relevant data for each model component is analyzed to determine a range of potential cost impacts to update the forecast biannually. The fall 2021 update provides a three-year forecast through 2024. Attachment A summarizes the fall 2021 forecast and also includes prior forecasts for reference. The full report on the ICCPI model update is included as Attachment B.

The ICCPI model is designed to be a forecasting tool, with scores indicating public construction forecast cost fluctuation ranges. Index scores of two and three indicate somewhat normal inflationary environments. An index score of one is a low inflation/deflationary environment and, conversely, a score of four is a high inflation environment. Values of zero and five correspond to the extreme conditions observed in Orange County immediately before and during the Great Recession and the high-cost inflation environment that occurred in the building boom years of the early 2000s.

Using the ICCPI model, OCBC forecasts a score of four from 2022 through 2024, which represents a potential range of cost fluctuation of six to 11 percent.

OCBC Orange County Transportation ICCPI Score, 2022-2024		
Year	Index Score	Range of Cost Fluctuation
2022	4	6 percent to 11 percent
2023	4	6 percent to 11 percent
2024	4	6 percent to 11 percent

The updated forecast points to more volatile market conditions compared to the spring 2021 forecast as cost pressures have increased in the most recent data available. Major drivers include increases in building permits and, by correlation, the cost of materials. From 2018 through 2020, building permits in the State declined, but that trend has reversed and there was a sharp increase in 2021. Also, in previous updates, the pattern of material prices were mixed. More recent data reflect a more uniform trend of all material prices increasing due partly to market disruptions and those impacts to many industries as well as overall demand. Another factor that contributes to these inflationary pressures is unemployment. The spring 2021 update captured the sharp increase in unemployment due to the coronavirus (COVID-19) pandemic starting in 2020, which has since declined pointing to a potential additional cost pressure in the future. As in prior forecasts and especially with COVID-19, OCBC indicates that OCTA will also need to be aware and ready to respond to cost pressures that cannot be modeled. Examples of such forces include:

- Pent up demand may continue to drive costs higher,
- Shifting regulatory environment due to COVID-19, and
- Future potential economic shutdowns related to the COVID-19 spread and other variants.

Overall, OCBC's analysis identifies a potential that from 2022 through 2024, OCTA may experience a high inflation cost environment. To mitigate potential cost pressures, OCTA's Project Controls department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls' cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA's cost estimates have included a three percent escalation, which, on average during this timeframe, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 percent for construction escalation, as well as incorporating contingency based on the project type and complexity, is staff's best estimate using industry standards on cost estimating. With extreme market fluctuations in the past year, staff recommends continuing this effort to monitor key indicators.


Summary

OCTA has prepared an update on construction market conditions to help with M2 project delivery planning. The update considers fluctuations in material costs, labor costs, and general economic conditions and trends. The Market Conditions Key Indicators Analysis and Forecast concludes that OCTA may experience a high inflation cost environment from 2022 through 2024.

Attachments

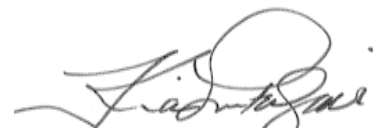
- A. Orange County Business Council, Orange County Transportation ICCI Score, Fall 2018 through Fall 2021 Forecasts
- B. Orange County Business Council, Orange County Transportation Infrastructure Construction Cost Pressure Index, Fall 2021, Prepared for the Orange County Transportation Authority

Prepared by:



Francesca Ching
Section Manager,
Measure M2 Program Management Office
(714) 560-5625

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

**Orange County Business Council
Orange County Transportation ICCI Score
Fall 2018 through Fall 2021 Forecasts**

Orange County Business Council Orange County Transportation ICCI Score							
Year	Fall 2018	Spring 2019	Fall 2019	Spring 2020	Fall 2020	Spring 2021	Fall 2021
2018	4						
2019	3	4					
2020	3	3	3	3	0		
2021		3	3	2	1	1	5
2022			3	2	1	2	4
2023					3	4	4
2024							4

Range of Cost Fluctuations by Index Score			
Index Score	Low	Midpoint	High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

**Orange County Business Council
Orange County Transportation Infrastructure Construction
Cost Pressure Index
Fall 2021
Prepared for the Orange County Transportation Authority**

OCBC Research Team

Dr. Wallace Walrod – Chief Economic Advisor, Orange County Business Council
Dr. Marlon Boarnet – Professor and Chair, Department of Urban Planning and Spatial Analysis, USC

Background and Purpose

As a supplementary examination to the Next 10 Delivery Plan: Market Conditions Forecast and Risk Analysis study delivered by Orange County Business Council (OCBC) in September 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) requested further study and exploration of potential cost fluctuations beyond existing cost analysis from the California Department of Transportation's (Caltrans) Construction Cost Index (CCI) and internal OCTA analysis. The OCTA Board requested an ongoing analysis of construction cost factors, with periodic updates. In response, the OCBC team developed the Orange County Transportation Infrastructure Construction Cost Pressure Index (ICCPI), which is updated every six months.

To develop the cost pressure index, the OCBC team analyzed annual trends in material costs, labor costs and general economic conditions to determine a range of potential cost increases with a time horizon that is typically three years into the future. The index updates begin by collecting relevant market data and indicators and then performing data analytics on to assess current cost pressure and forecast future cost pressure. In doing so, and providing these findings to OCTA's Board, more accurate budgets can be determined reducing the potential risk of cost pressure and project delivery slowdowns due to financial constraints. This September 2021 memo updates the March 2021 forecast of the Orange County Transportation ICCPI and provides annual cost pressure index forecasts for the remainder of 2021 and for 2022, 2023, and 2024.

Findings and Discussion

The most recent available input data were gathered to update the ICCPI. That includes annual 2020 data for the following index components: California's unemployment rate, California building permits, and the Caltrans index data on infrastructure construction materials costs. The 2021 values for building permits and unemployment rates were estimated from changes from second quarter 2020 to second quarter 2021 and construction wages from first quarter 2020 to first quarter 2021 – a period that spans from the coronavirus (COVID-19) recession to the 2021 second quarter recovery.

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While that is an unusual time period, we believe that that period's effects are most important for labor and materials markets that influence construction costs at the present time.

In March 2021, the Construction Cost Pressure Index predicted a low-inflation, close to zero cost-change environment for 2021, with cost pressures rising to six to 11 percent annual cost increases by 2023. The year-ago September of 2020 Construction Cost Pressure Index predicted similar low inflation (index of 1) environments in 2021 to moderate inflation by 2023 (index of 3).

Circumstances have changed substantially since the March 2021 update, as reflected in the new September 2021 index values in Table 1. Currently, with updated data, the new estimate for 2021 is an index value of 5, the highest inflation environment observed during the benchmark 1994-2017 time period, dropping to an index of 4 in 2022, 2023, and 2024.

Table 1: September 2021 Update to Three-Year Orange County Transportation ICCPI, with comparison to March 2021 and September 2020 index estimates

Year	Index (September 2021) with annual cost increase range	Index (March 2021) with annual cost increase range	Index (September 2020) with annual cost increase range
2020	not estimated	not estimated	0 (-17% to -2%)
2021	5 (11% to 40%)	1 (-2% to 1%)	1 (-2% to 1%)
2022	4 (6% to 11%)	2 (1% to 2%)	1 (-2% to 1%)
2023	4 (6% to 11%)	4 (6% to 11%)	3 (2% to 6%)
2024	4 (6% to 11%)	not estimated	not estimated

The index values correspond to ranges of forecast annual infrastructure construction cost increases, as shown in Table 2.

Forecasting Method

OCBC used a series of regression analyses and forward-looking projections to create the ICCPI. The ICCPI provides a ranking from 0 to 5, with each rank corresponding to a range of percent changes in overall construction costs. Table 2 below highlights each ICCPI ranking and the proposed range of cost fluctuations which have been provided on a low, midpoint, and high scale.

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Table 2: OCBC Orange County Transportation ICCPI Scores

Implied Infrastructure Construction Cost Change, Orange County			
Index Value	Projected Annual Cost Increase, Low	Projected Annual Cost Increase, Midpoint	Projected Annual Cost Increase, High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

The ICCPI can range from 0 to 5, with values and the range of annual construction cost changes corresponding to each index value shown in Table 2. These ranges are built to be forecasting tools, with scores indicating public construction forecast cost increase. Values of 2 and 3 indicate somewhat normal inflationary environments. A value of 4 is a high inflation environment. A value of 1 is a low inflation/deflationary environment. Values of 0 and 5 correspond to the most extreme conditions observed in Orange County over the past three decades, and hence the ranges for those values are wide due to the unusual nature of the highly deflationary environment that occurred immediately prior to and during the Great Recession and the high-cost inflation environment that occurred in the building boom years of the early 2000s.

Methodology

To determine the Transportation ICCPI, the OCBC team started by aggregating several datasets, measures, and indicators on an annual basis as far back as 1972.

The index was built with the following key data inputs:

- California's unemployment rate;
- Building permits in California;
- Selected construction materials costs for California, from Caltrans; and
- Orange County construction labor costs.

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The OCBC team examined how the various measures and indicators of construction costs varied with changes and recent past trends in construction inflation. Using statistical analyses, the research team has built a forecasting model that projects forward cost increases and predicted cost increases are grouped into the categorical ranges shown in Table 2.

Recent Data Trends

Table 3 shows the recent data trends for three key components of the construction cost pressure index. From 2018 through 2020, building permits in the state declined. That has reversed sharply in the 2021 data. The estimated increase in building permits, 45.2 percent, is based on the change in permits from second quarter 2020 to second quarter 2021. This is a “trough” to “peak” comparison and so that increase based on quarterly changes likely exaggerates the annual growth. Still, building permits, which have been positively correlated with infrastructure construction costs, have shifted into a growth mode that will create inflationary pressures. The unemployment rate increased sharply in the first half of 2020 but has since declined. That drop in unemployment has also contributed to inflationary pressures. The change in Orange County construction salaries for 2021 is based in the change from first quarter 2020 to first quarter 2021 – again a “trough to peak” measure that will exaggerate annual changes. But the increase, less than one percent, is the lowest increase observed since we began forecasting the cost pressure index. In 2021, building permit and unemployment rate trends will contribute towards inflationary pressures. Construction salaries while currently estimated to see little growth in 2021, may see additional growth in the latter part of the year.

Table 3: Infrastructure Cost Correlates, Annual Percentage Changes, 2016-2021

Year	California Building Permits	% Change Year-on-Year	California Unemployment Rate	% Change Year-on-Year	OC Construction Labor Costs (avg. annual wage)	% Change Year-on-Year
2016	102,350	4.2%	5.5%	-11.6%	\$67,179	3.8%
2017	114,780	12.1%	4.8%	-12.9%	\$71,474	6.4%
2018	113,502	-1.1%	4.2%	-12.0%	\$74,669	4.5%
2019	109,904	-3.2%	4.1%	-3.4%	\$77,288	3.5%
2020	104,544	-4.9%	10.3%	153%	\$81,460	5.4%
2021	151,850*	45.2%	5.1%*	-50.2%	\$81,656**	<1%

* Estimated from Q2 change, 2020 to 2021, converted to annualized estimate

**Estimated from Q1 change, 2020 to 2021, converted to annualized estimate

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Cost Pressure Index
Fall 2021
Prepared for the Orange County Transportation Authority

The appendix shows annual changes in materials costs in recent years. Nearly all construction materials saw their price increase, with the most significant jump in structural steel (75.1 percent) and bar steel (62.1 percent). Only Portland Concrete Cement (PCC) pavement saw a decline in pricing of 5.3 percent. This is also a shift. In previous updates, the pattern of input costs was mixed, with some increases and some decreases. The pattern now trends more uniformly toward price increases for inputs and, in some cases (e.g., steel), large price increases. All price changes for 2021 in the appendix are also second quarter 2020 to second quarter 2021, and again while those are “trough to peak”, that reflects the current price pressure in the economy. These price increases and large swings in costs from quarter-to-quarter reflect the recent market disruptions which have been impacting many industries throughout the nation. We suggest continued modeling at sixth month intervals to keep up to date on these evolving trends.

The Caltrans CCI has experienced fluctuations in the past year largely related to the supply chain disruptions caused by the pandemic. While these fluctuations remain within past thresholds of growth and contraction experienced by the CCI, with quarter-over-quarter (measured from first quarter 2021 to second quarter 2021) at 21.4 percent and year-over-year (second quarter 2020 to second quarter 2021) growth at 12.4 percent, they are still indicative of a turbulent market and significant cost shifts.

Appendix: Changes in Infrastructure Materials Costs 2016-2020 (all values are percent year-on-year changes)

Year	Aggregate	PPC Pavement	PCC Structure	Steel Structure	Steel Bar
2016	9.4%	8.6%	7.7%	35.0%	26.3%
2017	24.2%	106.8%	26.8%	-21.0%	-51.0%
2018	18.9%	25.9%	17.2%	9.4%	-58.8%
2019	4.6%	-11.1%	-4.2%	53.6%	0.8%
2020	14.9%	-20.5%	10.0%	-9.3%	-36.2%
2021*	16.3%	-5.3%	62.6%	75.1%	9.0%

*The annual 2021 change in value represents the change between Quarter 2 2020 and Quarter 2 2021.

Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis and Forecast

Orange County Transportation Infrastructure Construction Cost Pressure Index, Fall 2021

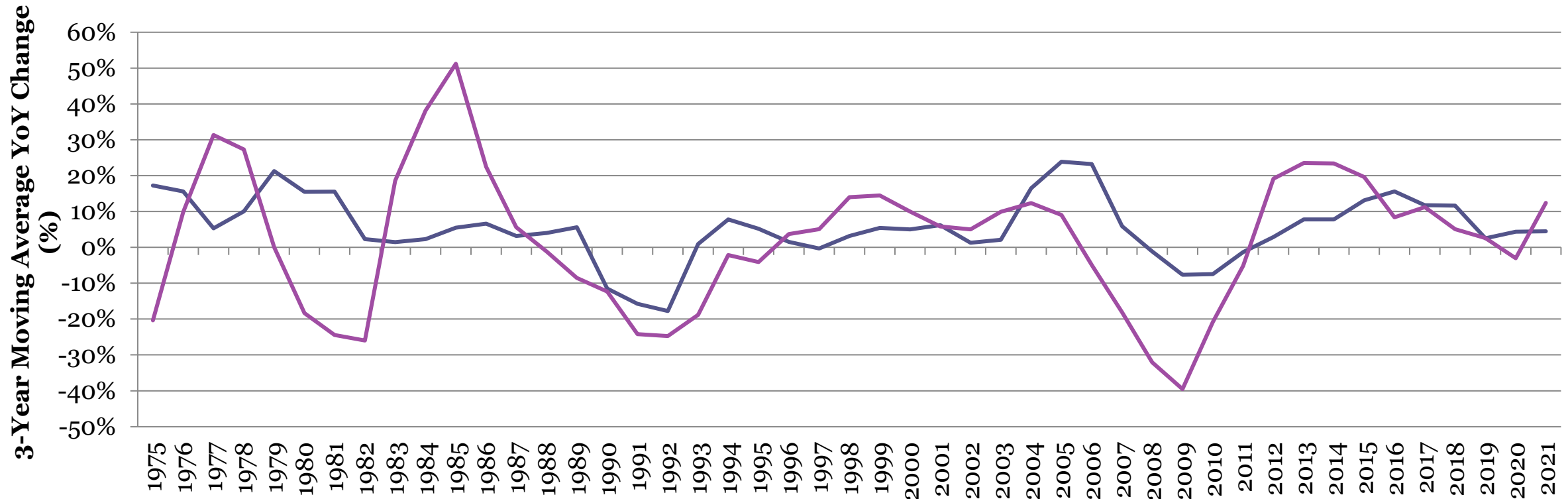
Orange County Business Council (OCBC)

September 2021

Orange County Transportation Infrastructure Construction Cost Pressure Index Model Components

- Economic Trends - State-level building permits and unemployment rate (Census and California Employment Development Department {EDD}).
- Material Costs - Construction aggregate, PCC pavement, PCC structural concrete, structural steel and bar steel (Caltrans).
- Labor Costs - Localized construction wages of NAICS defined sectors provided by Bureau of Labor Statistics (BLS).
- Economic Conditions - Tight economy in 2002-2005 and slack economy in 2007-2011.

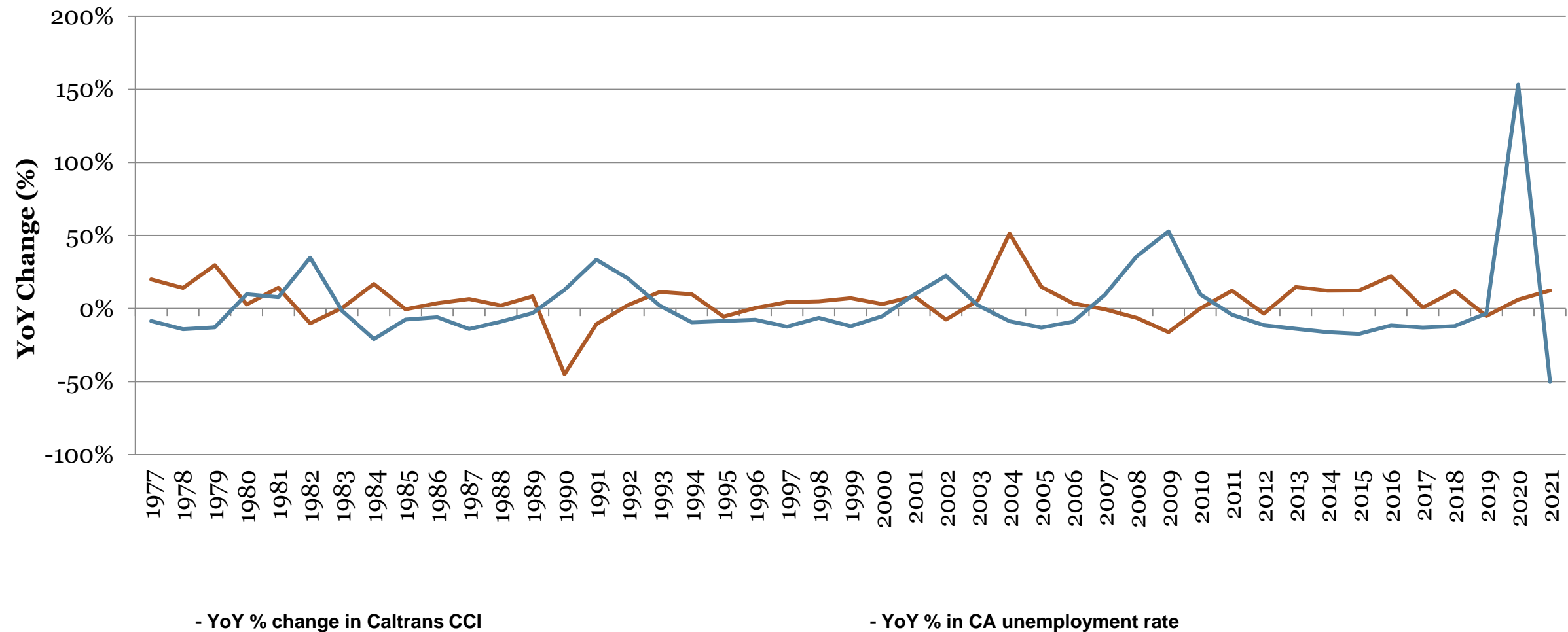
3-Year Moving Average of Year-Over-Year Percent Change in Caltrans CCI and Building Permits



- 3-year moving average of % of change in Caltrans CCI

- 3-year moving average of % of change in CA building permits

Year-Over-Year Percent Change in Caltrans CCI and CA Unemployment Rates



Forecast and Range of Orange County Transportation Infrastructure Cost Increases by Index Value

- 2021 - Forecasted Index Value: 5
- 2022 - Forecasted Index Value: 4
- 2023 - Forecasted Index Value: 4
- 2024 - Forecasted Index Value: 4

Range of Cost Fluctuations by Index Score			
Index	Low	Medium	High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

Impacts of the Pandemic Become Apparent

- Significant building permit issuance in Q1 2021 causes spike in estimate full-year building permits;
- California unemployment rates expected to continue to decline, sees slight jump in Q1 2021;
- Labor shortages push annual wages higher at the end of 2020; and
- Building materials (PCC structure and steel structure) see price jumps in 2021.

Year-over-Year Changes in California Building Permits, California Unemployment Rate and Orange County Construction Labor Costs, 2016-2021

Year	California Building Permits	% change year-on-year	California Unemployment Rate	% change year-on-year	OC Construction Labor Costs (avg. annual wage)	% change year-on-year
2016	102,350	4.2%	5.5%	-11.6%	\$67,179	3.8%
2017	114,780	12.1%	4.8%	-12.9%	\$71,474	6.4%
2018	113,502	-1.1%	4.2%	-12.0%	\$74,669	4.5%
2019	109,904	-3.2%	4.1%	-3.4%	\$77,289	3.5%
2020	104,554	-4.9%	10.3%	+153%	\$81,460	5.4%
2021*	151,850	45.2%	5.1%	-50.2%	\$81,656**	<1%

*2021 values projected from year-on-year changes in quarterly data, 2nd quarter 2020 to 2nd quarter 2021

** 2021 values projected from year-on-year changes in quarterly data, 1st quarter 2020 to 1st quarter 2021

Q1 – Quarter 1

OCBC Infrastructure Construction Cost Forecast

- Systematic Risks - currently experiencing large fluctuations due to COVID-19
 - Supply chain constraints
 - Direct measures of labor and materials cost continuing to fluctuate

OCBC OC Transportation Infrastructure Construction Cost Index Score, 2020-2024

Year	Index Score	Range of Cost Fluctuation
2021	5	11% to 40%
2022	4	6% to 11%
2023	4	6% to 11%
2024	4	6% to 11%

- Idiosyncratic Risks - not predictable and therefore not in model
 - Pent up demand may continue to drive costs higher
 - Shifting regulatory environment due to COVID-19
 - Future potential economic shutdowns related to COVID-19 spread/delta variant

Questions

Information Items



COMMITTEE TRANSMITTAL

August 23, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Subject: Interstate 405 Improvement Project Update

Regional Planning and Highways Committee Meeting of August 2, 2021

Present: Directors Bartlett, Chaffee, Delgleize, Harper, Hernandez, Murphy, and Sarmiento

Absent: Director Muller

Committee Vote

Following the discussion, no action was taken on this item.

Staff Recommendation

Receive and file as an information item.



August 2, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Interstate 405 Improvement Project Update

Overview

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

Discussion

A number of activities are ongoing as the construction work continues to advance. The following provides a more detailed status of Project activities.

Financing and TIFIA Loan

In July 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to approximately \$629 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau (Bureau) and the Federal Highway Administration. OCTA has received two TIFIA loan disbursements amounting to approximately \$287 million.

In October 2020, OCTA staff received Board approval to pursue a reset of the interest rate on the TIFIA loan. OCTA has applied, and is currently working with the Bureau, to reset the 2.91 percent interest rate on the 2017 TIFIA loan. If successful, the current interest rate of 2.91 percent could be reduced, resulting in substantial debt service savings. Based on the estimated timeline provided by the Bureau, OCTA is targeting a financial close for the new TIFIA loan by this fall.

Tolling Contracts

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management (ETTM) system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023. Kapsch has received approval for the ETTM infrastructure final design to be used for the 405 Express Lanes, including equipment types and configurations. Kapsch continues to review the design-builder's plans and construction activities, and has provided input on requirements for the Toll Operations Center (TOC) improvements. The TOC will be located at OCTA's Santa Ana Bus Base and will be staffed by Kapsch for 405 Express Lanes operations.

OCTA staff developed a request for proposals for the back-office system and customer service center operations for the 405 Express Lanes. The Board approved its release in June 2020, and the Board is anticipated to approve the selection of the preferred vendor in August 2021. Also in the next few months, OCTA staff will be presenting to the Board with options for a future customer service center and roadway services location. OCTA staff is currently evaluating

various buy versus lease options and will be seeking Board direction on a future site to locate these services. This location is separate from the TOC location as it needs to be readily accessible to the public for customer service purposes.

Design

The final design is substantially complete at this time. The DB process allows for design refinements, and that process will continue throughout the remainder of construction.

Right-of-Way (ROW) Acquisition

Construction of the Project impacts 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The ROW required to construct the Project is comprised of a combination of fee acquisitions, permanent easements, temporary construction easements, permanent and temporary ground lease reductions, and access control rights. This ROW is required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is on schedule. As of July 2020, OCTA has possession of the required property rights needed for all 288 property impacts, which retires a significant risk to OCTA. The overall ROW process continues as OCTA works with certain property owners to finalize remaining agreements on costs related to certain acquisitions. As this is a DB project, minor additional ROW needs may become necessary in the future as construction continues. Of the 288 total properties impacted, 288 offers were presented and the ROW is in OCTA's possession for construction. There were 60 resolutions of necessity (RON) approved by the Board and no additional RONS are anticipated at this time.

Utility Relocations

There are currently 132 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility owners to identify and resolve conflicts and relocation issues. To date, OCTA has executed 87 percent of the necessary utility relocation agreements and is in the process of finalizing the remaining utility agreements. There are several remaining potential utility relocation risks, including various Southern California Edison (SCE) facilities, for which staff continues to develop and implement mitigation plans, as utilities are

a shared risk between OCTA and OC405. Many critical utility relocations that had once been considered to pose some risk, such as facilities owned by Frontier Communications, Chevron USA, Crimson Pipeline, and SCE have been successfully completed. Additionally, a major Southern California Gas (SCG) pipeline relocation within the United States Navy property that posed a significant risk to the Project schedule has been successfully completed on schedule. However, OC405 recently identified a new conflict along a different section of the same existing SCG gas line near Bolsa Chica Road that requires relocation. OCTA has taken an active role in coordinating this relocation with both OC405 and SCG, including developing a construction schedule to ensure that SCG's construction activities are completed in a timely manner in order to mitigate any potential risks to the Project schedule.

Roadway and Wall Construction

OC405 began construction in March 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities are also substantially complete at this time.

Significant roadway construction activities, including installation of drainage systems, retaining walls and soundwalls, and paving operations began in earnest in 2019, and will continue through the end of the Project. Improvements have been initiated on all Orange County flood control facilities which require improvements associated with the Project, including Bixby, East Garden Grove Wintersburg, Fountain Valley, Gisler, Greenville Banning, Milan, Montecito, Newland, Ocean View, and Santa Ana River channels. Work on these flood control facilities is at various stages of construction and is anticipated to be substantially complete by the end of 2022. Additionally, over half of the retaining walls and soundwalls needed for the Project are currently under construction or complete. A majority of the walls needed for the Project are anticipated to be complete by the end of 2021.

Bridge Construction

Bridges that are being replaced as part of the Project are being reconstructed in either one or two stages. Bridges being built in one stage are closed to traffic on both sides of I-405 during demolition and reconstruction of that bridge, and traffic is detoured to other adjacent bridges crossing the freeway. The first one-stage bridge completed was the Slater Avenue bridge, which opened to traffic in fall 2019. Opening the Slater Avenue bridge allowed for demolition and

construction activities to commence on Bushard Street and Talbert Avenue. The Bushard Street bridge was completed and opened to traffic in October 2020, and the Talbert Avenue bridge construction was recently completed and opened to traffic in April 2021. After the recent opening of the Talbert Avenue bridge, demolition and construction activities were able to commence on Ward Street. Further north within the Project limits, the McFadden Avenue bridge was opened to traffic in October 2020. The Edinger Avenue and Edwards Street bridges are also under construction and anticipated to be opened to traffic late this year.

Bushard Street, Edinger Avenue, Edwards Street, McFadden Avenue, Slater Avenue, Talbert Avenue, and Ward Street are all one-stage bridges. The remaining one-stage bridge replacements at Newland Street and Springdale Street are anticipated to begin construction late this year.

Bridges being built in two stages maintain traffic on a portion of the bridge while the new bridge is being constructed. Significant bridge construction progressed at the two-stage bridges at the Bolsa Avenue, Bolsa Chica Road, Brookhurst Street, Fairview Road, Goldenwest Street, Magnolia Street, Warner Avenue, and Westminster Boulevard bridges. The first half of the new Magnolia Street bridge opened last year, and the full Magnolia Street bridge was the first two-stage bridge to be opened to traffic in May. Opening the Magnolia Street bridge allowed for the demolition and construction activities to recently commence on Warner Avenue. The first halves of the new Bolsa Chica Road and Goldenwest Street bridges opened last summer, and the full bridges are anticipated to be opened late this year and the spring of next year, respectively. The first halves of the new Fairview Road and Westminster Boulevard bridges opened earlier this year, and the full bridges are anticipated to be opened in the spring of next year. The first half of the Bolsa Avenue bridge recently opened in June 2021, and the full bridge is anticipated to be opened late next year. The last two-stage bridge to start construction was at Brookhurst Street, which began construction late last year.

Lastly, the Heil pedestrian overcrossing bridge was demolished last fall and a new pedestrian overcrossing is under construction at this location, and is anticipated to open to pedestrian traffic late this year.

On the following page is a tabular summary of the anticipated openings of the Project's 18 bridges that cross over the freeway and require replacement:

Overcrossing Bridge	Number of Stages	Anticipated Opening Date			
		Open	2021	2022	2023
Bolsa Chica Road	Two		X		
Springdale Street	One				X
Westminster Boulevard	Two			X	
Edwards Street	One		X		
Goldenwest Street	Two			X	
Bolsa Avenue	Two			X	
McFadden Avenue	One	X			
Edinger Avenue	One		X		
Newland Street	One				X
Heil Avenue (Pedestrian)	One		X		
Magnolia Street	Two	X			
Warner Avenue	One				X
Bushard Street	One	X			
Slater Avenue	One	X			
Brookhurst Street	Two				X
Talbert Avenue	One	X			
Ward Street	One			X	
Fairview Road	Two			X	

In addition to the bridge replacements noted above, the widening of four existing freeway bridges and construction of three new on-ramp bridges continued over Beach Boulevard, Bolsa overhead railroad crossing, Harbor Boulevard, Santa Ana River, and an old United States Navy railroad crossing. Lastly, the construction of the new connector between the medians of I-405 and SR-73 that will connect the 405 Express Lanes to SR-73 is anticipated to commence this summer.

Looking ahead, the remainder of 2021 and 2022 will remain busy related to bridge, wall, and pavement construction.

Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Timely performance of third-party utility work
- Project schedule impacts and mitigations

Additionally, in September 2019, there was a discovery of archaeological resources within the Project site. OCTA is following established state procedures for this type of discovery, and is working with the responsible parties to ensure appropriate and respectful procedures are followed. This discovery impacted construction at a specific location; however, construction at that location has since resumed.

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Significant schedule mitigations have been implemented during the course of construction. These include expediting construction of several key bridges and extended overnight and daytime freeway lane closures to take advantage of the significantly reduced traffic volumes on the freeway at certain times in the past year related to the coronavirus (COVID-19) pandemic. The objectives of the schedule mitigations are to minimize schedule delay impacts while balancing the minimization of traffic impacts.

Risks Remaining

Many of the Project risks have been realized during the design phase and the first half of construction and have since been retired. However, there are risks that remain for the second half of construction moving forward. The COVID-19 pandemic continues to be a risk as the effects and duration of the pandemic remain unknown. OCTA, its partners, and OC405 remain vigilant in taking the appropriate safety measures to minimize impacts to the workforce and construction progress. Additional archaeological discoveries also continue to be a risk as excavation in certain areas of the Project will take place in the next year. OCTA has taken a proactive approach with the appropriate stakeholders to minimize impacts if there are future discoveries. Contaminated soils have been found during certain excavation operations and are a risk that will remain until excavations for Project improvements are complete. The timely relocation of utilities is always a risk and the team will remain very focused on these efforts. Lastly, the coordination near the end of the Project when Kapsch will be installing and testing the tolling equipment, concurrent with the completion of construction by OC405, is key to remaining on schedule. Coordination efforts to plan for this timeframe at the end of the Project are ongoing and have been effective to date.

Project Cost and Schedule

The overall Project cost is \$2,080,234,000. The Project milestones for substantial completion and opening of the 405 Express Lanes remain on schedule and are planned for late 2023.

Public Outreach

Since April, the Outreach team has conducted five virtual meetings with community members along the Project corridor and presented Project updates to OCTA's Taxpayer Oversight Committee, Citizen's Advisory Committee, and the Diverse Community Leaders Group. Virtual neighborhood meetings continue to draw strong participation. An average of 45 people attended each virtual meeting live, while an average of 180 people viewed the recording. The team will continue to hold virtual meetings to maximize outreach efforts and look for opportunities for in-person or hybrid discussions as appropriate.

The team received more than 270 inquiries from the public this quarter. Comments and questions continue to focus on construction, closures and detours, nighttime activities, schedule updates, and bridge, wall, and interchange design. The number of inquiries remains steady despite more bridges moving into construction, a reflection of more frequent community meetings, increased social media engagement, and more use of the Project's interactive map of closures and detours.

Nearly 6,700 motorists used the interactive map this quarter. That is a 12 percent increase over last quarter, the result of a rise in traffic volumes. In addition, 215,000 flyers were canvassed this quarter, covering 25 major activities such as pile driving, bridge demolition, and extended ramp closures. Meanwhile, the Project's reach on social media remains steady and the use of location-based advertising has been ramped up, in an efficient, cost-effective way to deliver short messages about construction to mobile devices in specified geographic areas. These tools also encourage new subscribers to join the Project email database.

In the coming months, the Outreach team has approximately five neighborhood meetings planned to discuss the status of Beach Boulevard and Edwards Street, construction of the new I-405/SR-73 Express Lanes Connector, as well as the closure and construction of the Newland Street and Springdale Street bridges. In addition, the team will hold several focused discussions with smaller groups of residents and business owners regarding activities occurring adjacent to their properties.

The team also has expanded efforts to reach diverse and disadvantaged communities throughout the Project corridor. The team is continually working to make in-language collateral more accessible on the Project website, promoting access to Vietnamese and Spanish in-person translators, engaging with partners at community and faith-based organizations, and promoting local Vietnamese and Latinx businesses through the 405 Forward program.

The 405 Forward pilot program was launched in May in conjunction with the recent opening of the Magnolia Street bridge. The program supports and promotes businesses near the Project, encouraging communities to eat at local restaurants, shop at local retailers, and use local services. Nearly 90 businesses near the Magnolia Street and Warner Avenue interchanges have signed up for the free program to date and almost half are Vietnamese-owned. With the success of the pilot program, the Outreach team anticipates expanding the 405 Forward program in the coming months.

Summary

Construction continues to advance. Currently, utility relocations, public outreach, and other activities are in process to continue the construction phase of the Project.

Attachment

None.

Prepared by:

Jeff Mills, P.E.
Senior Program Manager
(714) 560-5925

Approved by:

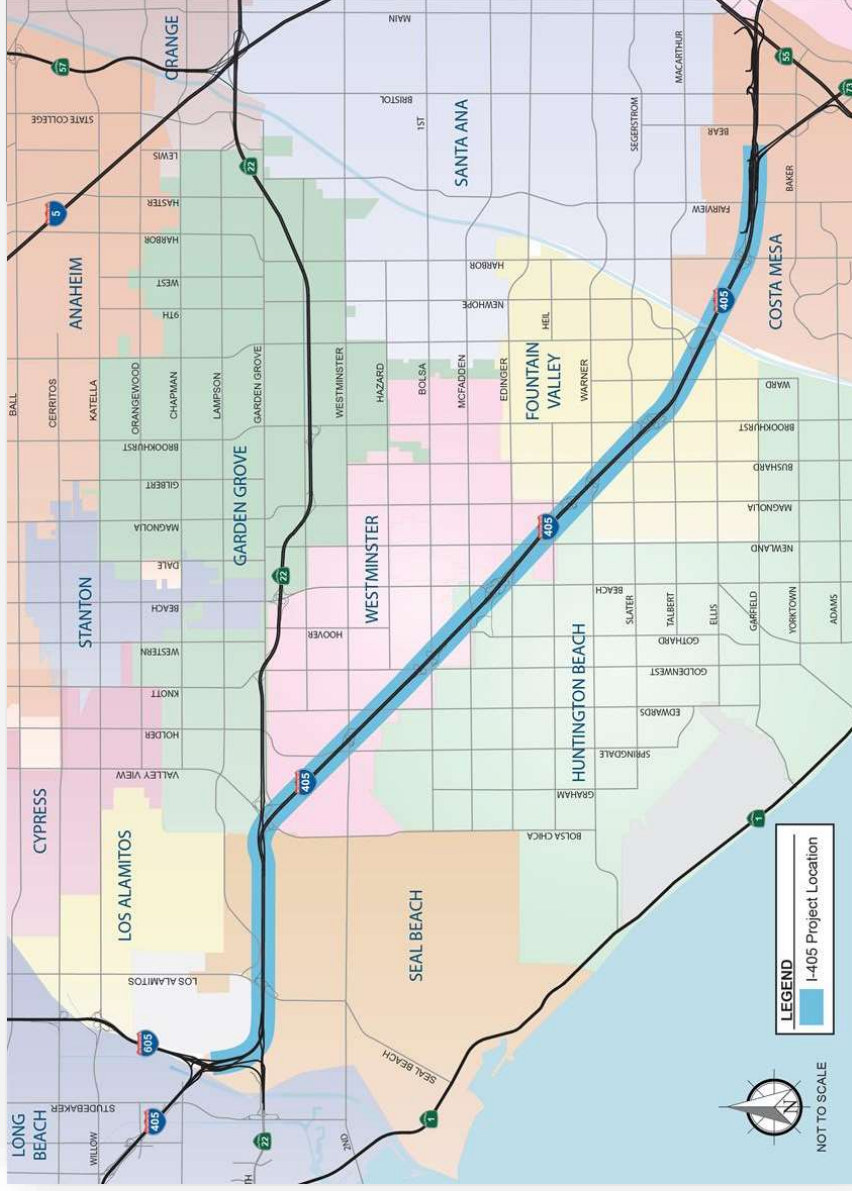
Rose Casey, P.E.
Director, Highway Programs
(714) 560-5729



Interstate 405 Improvement Project Update



Project Location and Key Features



Background



Milestone	Completion Date
Environmental clearance	May 2015
Orange County Transportation Authority Board of Directors awards design-build (DB) contract to OC 405 Partners	November 2016
Notice to Proceed (NTP) No. 1 issued	January 2017
TIFIA* loan executed	July 2017
NTP No. 2 issued	July 2017
Construction began	March 2018
Anticipated substantial completion	Late 2023

* Transportation Infrastructure Finance and Innovation Act

Project Update



General

- Over 60 percent complete with Project
- TIFIA interest rate reset

Design and Right-of-Way Possession

- Substantially complete with both design and right-of-way possession

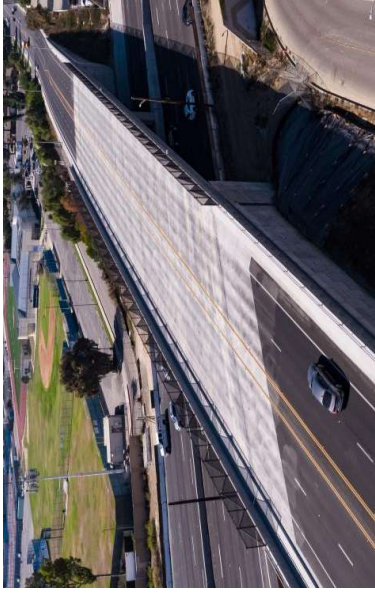
Construction

- Five bridge replacements complete
- Most of the retaining walls and soundwalls needed for the Project will be completed in 2021
- Over 1,000 workers involved in the Project each working day

Construction Update



Talbert Avenue



Slater Avenue



Bushard Street



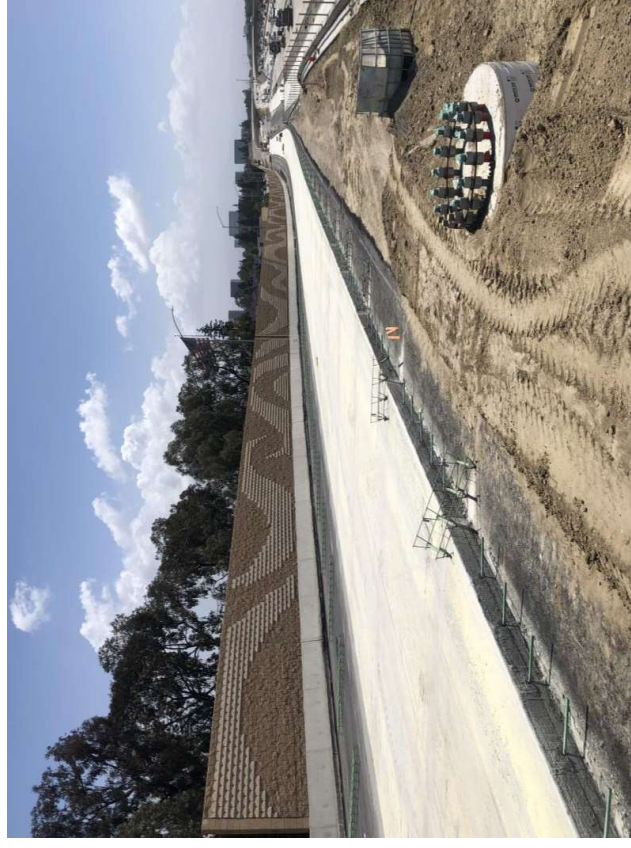
Magnolia Street



McFadden Avenue

Five bridge replacements complete and open to traffic

Construction Update

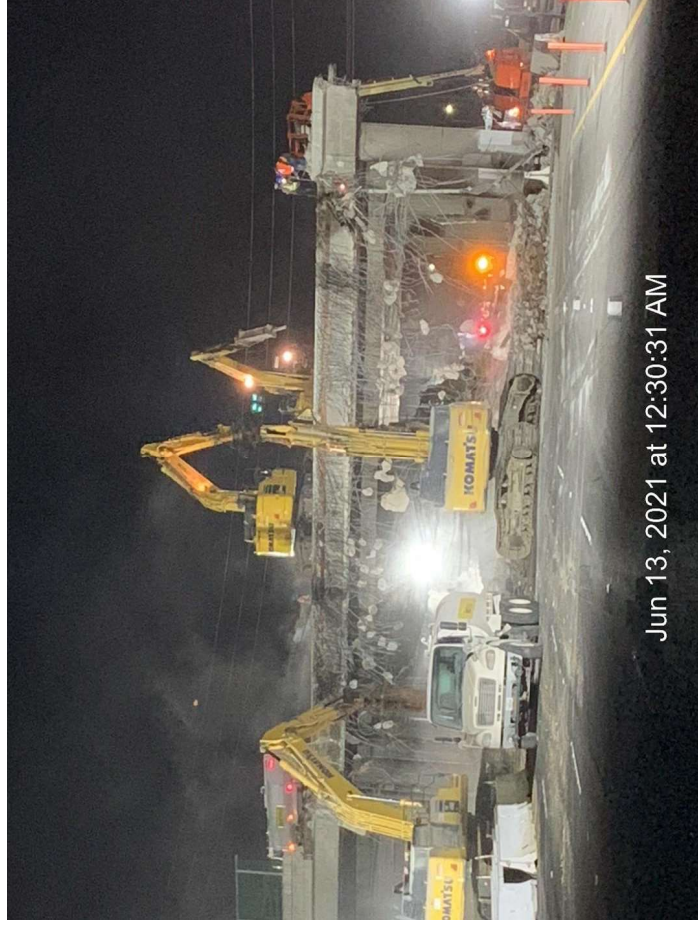


Fairview Road bridge and ramp construction

Construction Update

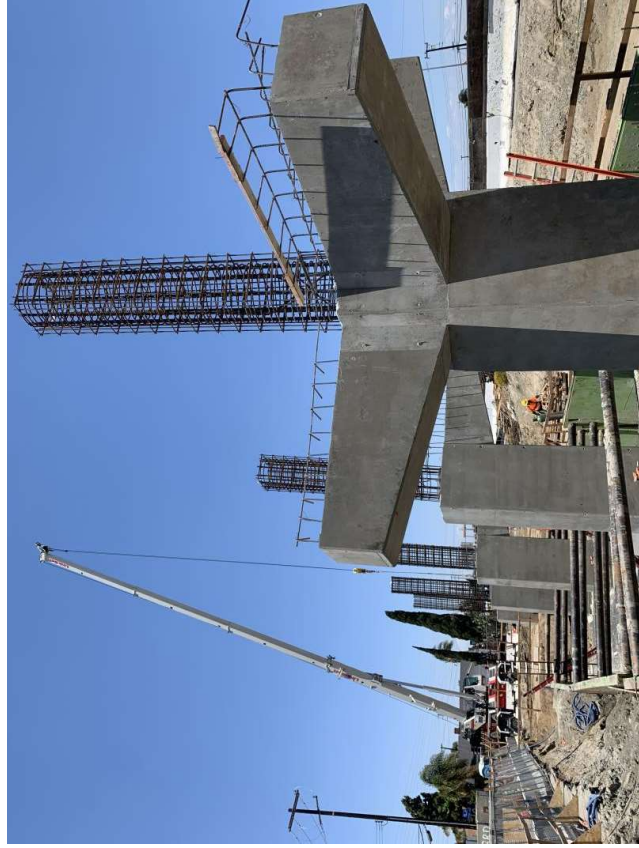


Brookhurst Street bridge construction

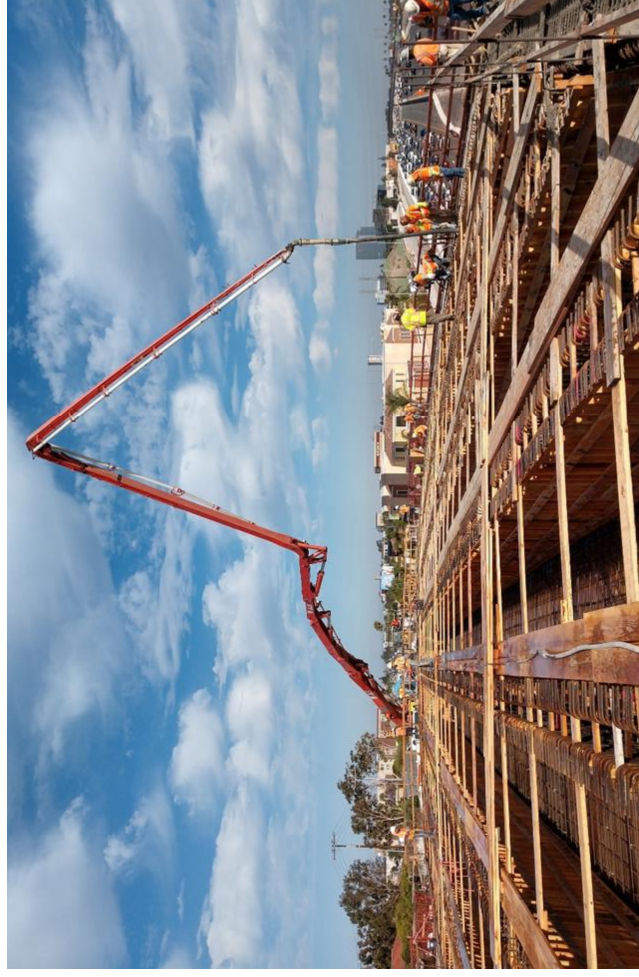


Warner Avenue bridge demolition

Construction Update

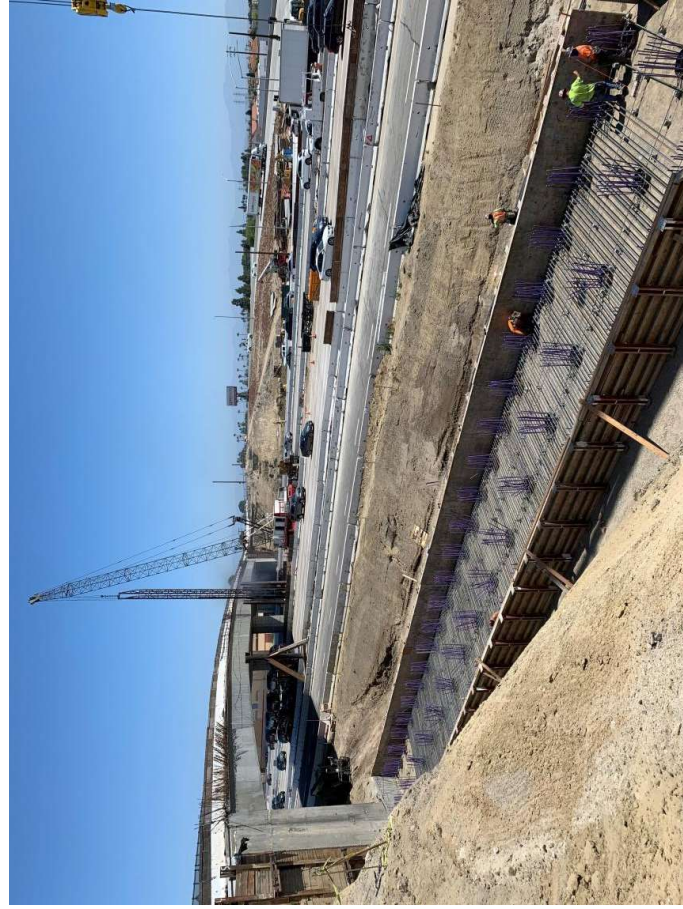


**Heil Avenue pedestrian overcrossing
construction**

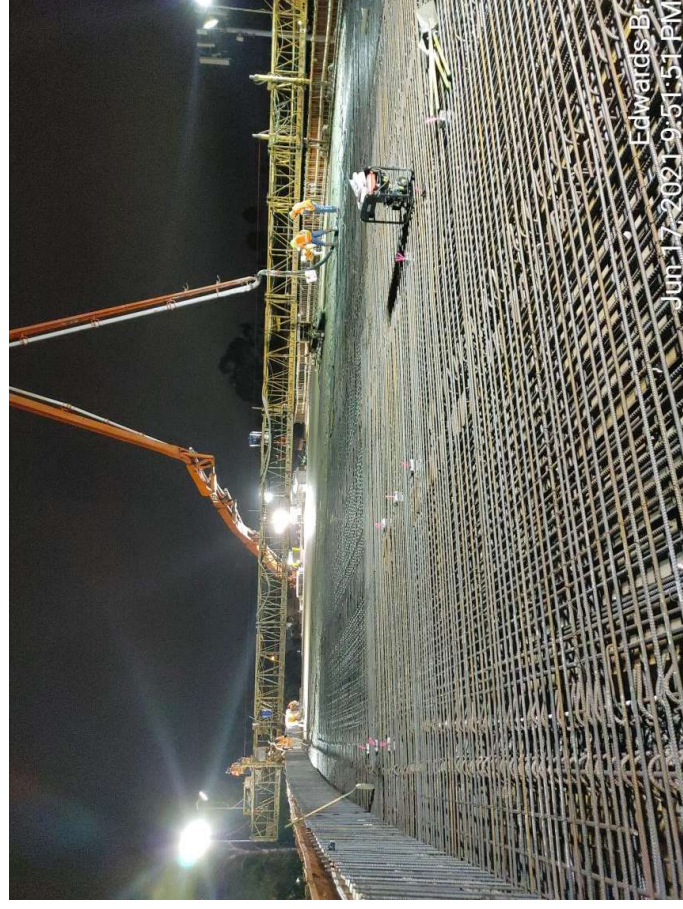


Edinger Avenue bridge construction

Construction Update

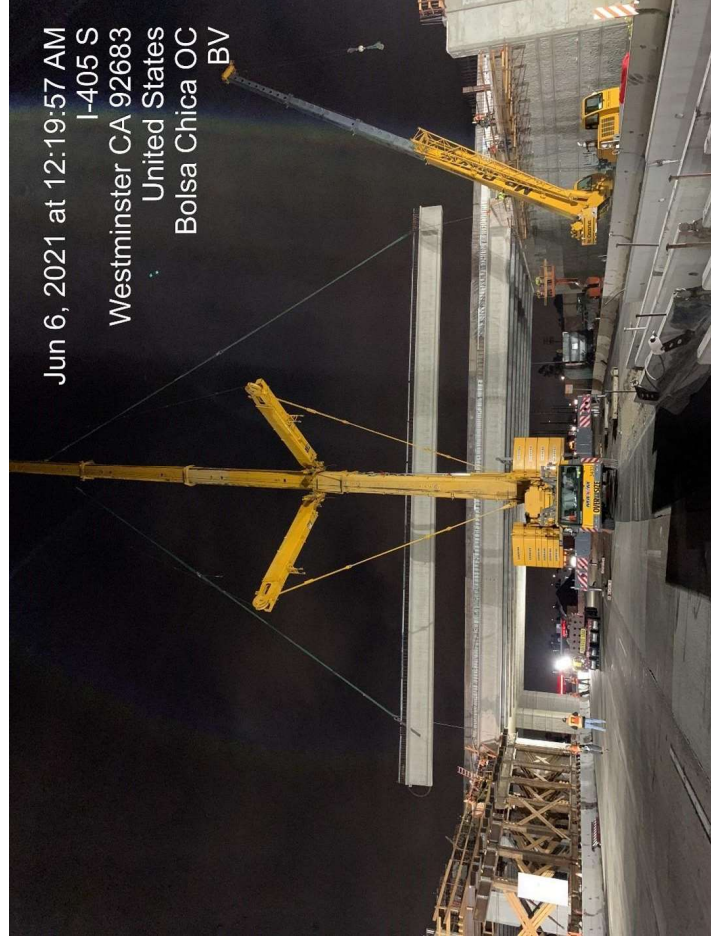


Goldenwest Street bridge construction



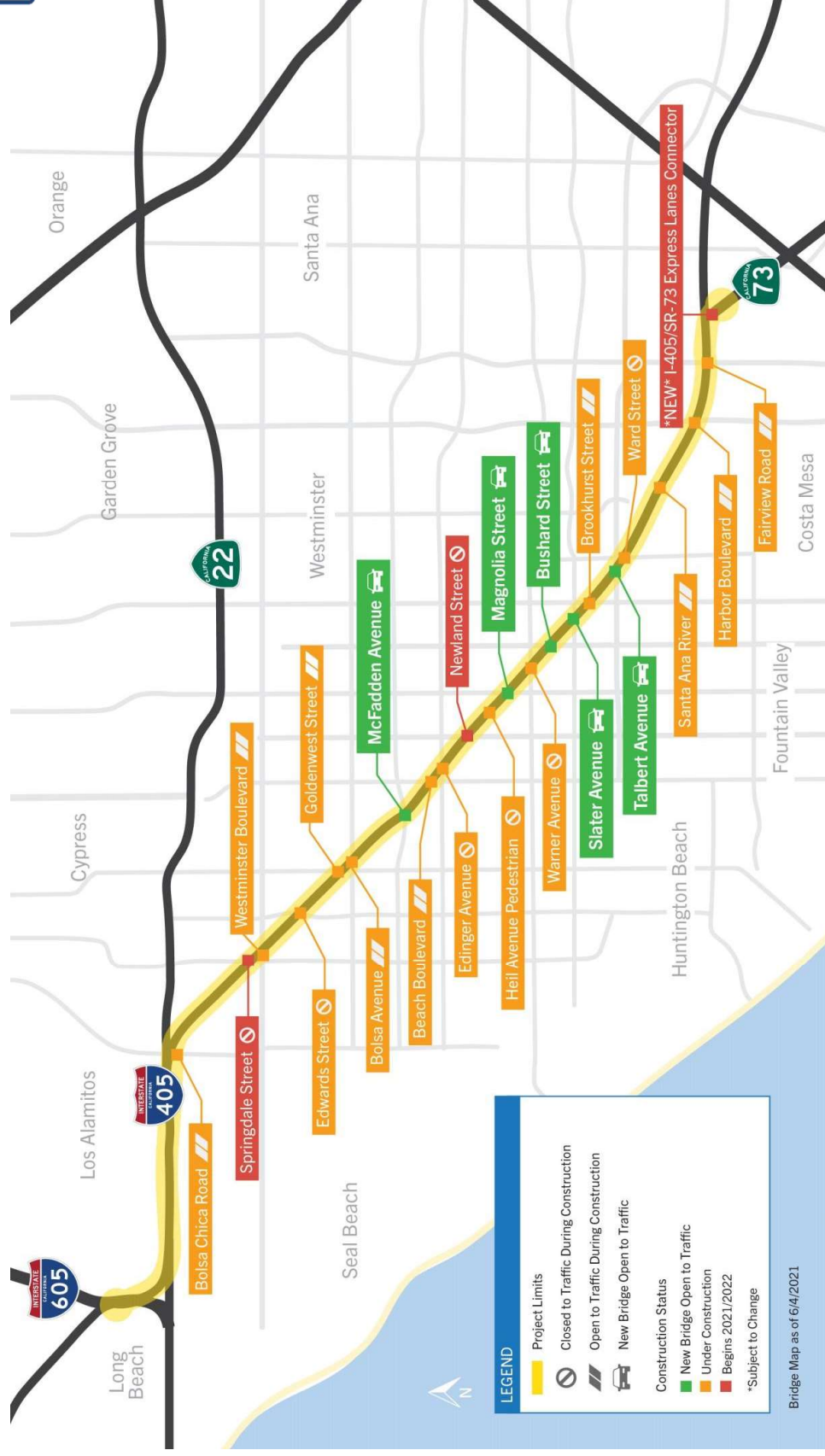
Edwards Street bridge construction

Construction Update



Bolsa Chica Road bridge construction

Bridge Construction Map



Bridge Map as of 6/4/2021

Status of 18 Bridge Replacements



Overcrossing Bridge	Number of Stages	Anticipated Opening Date			
		Open	2021	2022	2023
Bolsa Chica Road	Two		X		
Springdale Street	One				X
Westminster Boulevard	Two			X	
Edwards Street	One		X		
Goldenwest Street	Two			X	
Bolsa Avenue	Two			X	
McFadden Avenue	One	X			
Edinger Avenue	One		X		
Newland Street	One				X
Heil Avenue (Pedestrian)	One		X		
Magnolia Street	Two	X			
Warner Avenue	One				X
Bushard Street	One	X			
Slater Avenue	One	X			
Brookhurst Street	Two				X
Talbert Avenue	One	X			
Ward Street	One			X	
Fairview Road	Two			X	

Major Risks Remaining



- Additional archaeological discoveries
- Contaminated soils
- Coronavirus (COVID-19)
- Utility relocation delays
- Design-builder/toll lanes system integrator coordination

Outreach Metrics



Category	Q1 2021	Q2 2021
Public Comments, Questions	297	277
Social Media Reach	679,767	482,740
Construction Alerts	154 (31% open rate)	161 (30% open rate)
Interactive Map Users	5,968	6,696
Location-Based Advertising	345,875 impressions	630,593 impressions
Flyers	114,800	215,000

Upcoming Outreach

- Virtual Neighborhood Meetings
 - Beach Boulevard
 - Edwards Street
 - Springdale Street
 - Newland Street
 - I-405/SR-73 Express Lanes Connector
- Key Stakeholder Briefings
 - Indian Village Community, Los Alisos Estates, Westminster
 - Orange Coast Memorial Hospital
 - School Districts
 - OC Fair and Event Center
- Additional Outreach
 - 405 Forward Pilot Program





MEMORANDUM

September 13, 2021

To: Members of the Board of Directors
From: Darrell E. Johnson, Chief Executive Officer
Subject: **Item 2 – Coronavirus Update**

The Orange County Transportation Authority (OCTA) continues to take the necessary actions in response to the coronavirus (COVID-19) pandemic. The primary objective is to provide safe, reliable, essential transportation services and deliver capital projects while implementing health and safety practices to help reduce the spread of COVID-19 and increase vaccination access for employees and the public.

The following is the monthly informational update on OCTA services, activities, and responses to the COVID-19 pandemic since the report presented to the Board of Directors (Board) at the August 9, 2021 meeting:

Employee Case Counts

- With the prevalence of the COVID-19 delta variant, OCTA, like the community as a whole, has seen a recent uptick in reported cases.
- Since last reported, ten OCTA employees and 15 contractor employees have tested positive for COVID-19. That's a total of 25 reported cases, compared to 21 in the last report to the Board.
- To date, the number of OCTA employees or contractor employees that have tested positive is 454.

Vaccination Status and Return to the Workplace Efforts

- With the recent uptick in COVID-19 cases, the safety of employees, contractors, and the public remains OCTA's top priority.
- The Executive Team continues to closely monitor the status of COVID-19 and the effects of all variants and has put a pause on returning additional employees to the Administrative office in the Return to the Workplace Plan.
- Communication was sent to all employees on September 2, 2021, informing them about a recommendation from the California Division of Occupational Safety and Health that all employees wear face masks inside, regardless of vaccination status, and reminding them that masks are required inside the workplace for employees who are not vaccinated.

- Additionally, responses to Frequently Asked Questions were shared about what to do if an employee or a member of their household may have been exposed to COVID-19.
- As of September 7, 2021, OCTA has approved 955 vaccine incentive requests from employees who have received the vaccine, an increase of 23 requests since last reported.
- In total 70 percent of OCTA employees are vaccinated. By locations, this breaks down to:
 - 81 percent at the Orange administrative building
 - 68 percent at the Garden Grove Base
 - 63 percent at the Santa Ana Base
 - 100 percent at Anaheim
 - 50 percent at Irvine

Ridership

- OC Bus weekday ridership averaged 74,327 weekday boardings in August 2021, which is an 11 percent increase from the average weekday ridership of 66,984 in July 2021.
- OC ACCESS weekday ridership averaged 2,086 in August 2021, which is a 13.4 percent increase from the average weekday trips of 1,839 in July 2021.

Planning

- OCTA proactively implemented a mid-summer bus service change in August 2021 to support increased activity throughout Orange County. The change anticipated the return of in-person instruction at schools and college campuses as well as a rebound in hospitality activities. This special service change was in addition to the three bus service changes that OCTA implements annually.
- Staff continues to review service needs, and another service change is being presented to the Board for consideration to add back additional service hours during the regular October service change.

Finance

- COVID-19-related costs are being carefully tracked for reimbursement through federal supplemental funding. To date, \$97.2 million has been drawn down, which includes costs associated with coach operator salaries and benefits, administrative labor, cleaning, and sanitization supplies. Another drawdown is expected this month, September 2021.

Government Relations

- The State Legislature adjourned for this year on September 10, 2021. Staff has been tracking legislation related to proposed changes to transportation funding, the Brown Act, and COVID-19 vaccines and guidance. Staff will be providing a status update on legislation of interest at the September 16, 2021, Legislative and Communications Committee.
- Staff continues to monitor any changes in state or federal guidance related to COVID-19 to adjust OCTA operations accordingly.

External Affairs

- Staff continues to provide electronic, phone, and print notifications for most construction project outreach efforts including the Interstate 405 Improvement Project, the Interstate 5 South Improvement Project, and OC Streetcar. Bilingual notices were delivered to residents and businesses to highlight specific activities.
- The OC Bus Welcome Pass is being promoted through multilingual digital communications, advertising, and grassroots communications, and coordination continues with Orange County school districts and schools to distribute Youth Ride Free passes to youth 18 and under.
- The College Pass Program resumed for the fall semester at participating community colleges and a targeted advertising campaign was launched to promote the free pass to students.

Capital Projects

- Staff continues to monitor and evaluate any potential impacts to project delivery and construction and ensure that proper health and safety practices are in place at all job sites and contractor facilities.

Security and Emergency Preparedness

- Staff continues to support OCTA's response to the COVID-19 pandemic through participation in local government meetings and supporting OCTA management through the continued activation of the Emergency Operations Center. Staff remains vigilant in monitoring reports from various agencies as numbers have climbed with the delta variant.

Information Systems

- Staff continues to support employees who are remote working while assisting employees who are returning to the workplace. Additional staff are onsite to ensure a smooth transition for employees.

Public Information Office

- Staff continues working with all OCTA departments and divisions to coordinate the agency's overall messaging and communications efforts responding to the COVID-19 pandemic.
- Staff worked with the CEO to hold a virtual CEO Connection on August 19, 2021, so employees could receive updates and ask questions. More than 300 employees participated. Another virtual connection is planned for later this month.

General Services

- General Services staff remains on-site to provide employees supplies as needed, facilitate deliveries, printing, and coordinating with building maintenance on any issues that arise.
- Staff continues to monitor usage of the OCTA Store during modified hours to ensure customer demand is adequately served while allowing for employee and customer safety through social distancing.

Clerk of the Board

- Clerk of the Board staff continues to implement Board and committee meetings via teleconference as allowed under current state orders.
- 133 Board and committee meetings have been conducted via teleconference/videoconference.
- Staff continues to prepare, post, and provide agendas to the Board and public.

DEJ:jz

c: Executive Staff



COMMITTEE TRANSMITTAL

September 13, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board *Andrea West*

Subject: Environmental Mitigation Program Endowment Fund
Investment Report for June 30, 2021

Finance and Administration Committee Meeting of September 8, 2021

Present: Directors Foley, Goodell, Hennessey, Hernandez, Jones, and
Muller

Absent: Director Harper

Committee Vote

Following the roll call vote, this item was declared passed 6-0 by the Members present.

Committee Recommendation

Receive and file as an information item.



September 8, 2021

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Environmental Mitigation Program Endowment Fund Investment Report for June 30, 2021

Overview

The Orange County Transportation Authority has developed a Natural Community Conservation Plan/Habitat Conservation Plan, acquired conservation properties, and funded habitat restoration projects to mitigate the impacts of Measure M2 freeway programs. The California Community Foundation manages the non-wasting endowment required to fund the long-term management of the conservation properties. Each quarter, the California Community Foundation publishes a comprehensive report detailing the composition of the pool and its performance.

Recommendation

Receive and file as an information item.

Background

On September 26, 2016, the Board of Directors approved the selection of the California Community Foundation (CCF) as an endowment fund manager for the Measure M2 Freeway Environmental Mitigation Program. Annually, approximately \$2.9 million will be deposited in the endowment. These annual deposits are expected over a ten to 12-year period, or until the fund totals approximately \$46.2 million. As of June 30, 2021, the Orange County Transportation Authority (OCTA) has made five deposits to the CCF Endowment Pool, each in the amount of \$2,877,000.

Discussion

Per Attachment A, as of June 30, 2021, total pool assets in the CCF Endowment Pool were \$1.38 billion. Total foundation assets were \$2.62 billion. Performance for the CCF Endowment Pool was slightly below the benchmark in the short-term horizon of up to three years and exceeded the benchmark in the five-, ten-, and 20-year time periods. Based on CCF's performance to date, OCTA remains on track to meet the endowment target of \$46.2 million in fiscal year (FY) 2028.

Per Attachment B, the balance as of June 30, 2021, was \$19,181,289. The balance is above the FY 2021 target of \$16,323,789. Global equity performance was strong in the quarter driven by the United States and Europe where the vaccine rollouts moved closer to herd immunity facilitating more expansive economic reopenings. Countries that are reopening more slowly have not performed as well, notably in emerging markets. Diversification, asset allocation, and appropriate sizing of underlying investments in the endowment portfolio are the main methods to protect the portfolio from outsized volatility.

Summary

The Orange County Transportation Authority is submitting a copy of the California Community Foundation Investment Report to the Board of Directors. The report is for the quarter ending June 30, 2021.

Attachments

- A. California Community Foundation Endowment Pool Investments – June 2021
- B. California Community Foundation Fund Statement – 4/1/2021 – 6/30/2021

Prepared by:



Robert Davis
Department Manager,
Treasury and Public Finance
714-560-5675

Approved by:



Andrew Oftelie
Chief Financial Officer
Finance and Administration
714-560-5649



Endowment Pool

June 2021

INVESTMENTS

The Endowment Pool returned 0.9% for the month of June 2021, 10 basis points behind its benchmark. For the trailing year, the pool returned 25.6%, 150 basis behind its benchmark.

Total Pool Assets

\$1.38 billion (Endowment Pool), \$2.62 billion (total foundation assets) as of June 30, 2021.

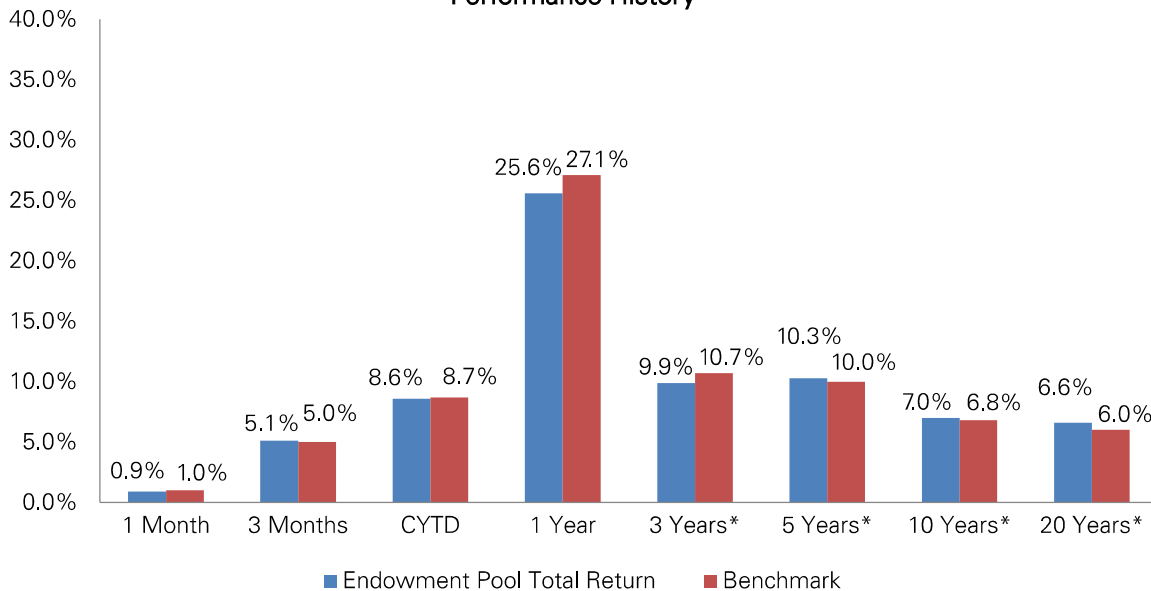
Pool Objective

Preserve the real (i.e., inflation-adjusted) purchasing power of the investment pool net of annual distributions for grants and expenses. An additional objective is to provide a relatively predictable, stable stream of distributions for grants and expenses that keep pace with inflation over time.

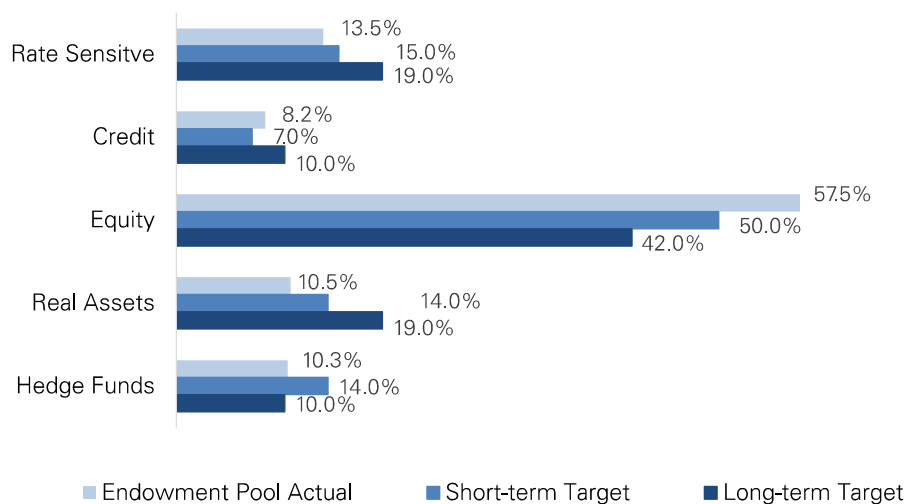
Investment Consultant

Meketa Investment Group

Performance History



Asset Allocation



*Represents annualized returns.

1) Investment expense ratio approximates 0.64%, excluding fund manager incentive fees.

2) Investment performance is presented net of investment expenses, including fund manager incentive fees.

3) Total Fund Benchmark is a combination of: 48% MSCI ACWI - 2% Cambridge PE Index 1-Qtr Lag / 14% HFR FOF / 5% ODCE - 5% S&P Global Large Mid NR - 4% S&P Global Infrastructure / 9% Barc Agg. - 3% Barc 1-5 Yr. Gov/Cr - 3% Barc 0-5 Yr. US Treasury TIPs / 2% Barc High Yield - 2% S&P/LSTA Leveraged Loan - 3% JP Morgan EMBI Global Diversified.

4) Short-term target allocation is over 1-4 years, long-term target allocation is over 4-9 years.

Updated 7/27/2021



ATTACHMENT B

Fund Name	OCTA - Measure M2 Environmental Mitigation Program Fund
Fund Start Date	2/28/2017
Investment Pool(s)	Endowment Pool

FUND STATEMENT

OCTA - Measure M2 Environmental Mitigation Program Fund (V398)

4/1/2021 - 6/30/2021

Fund Summary

	Report Period 4/1/2021 - 6/30/2021	Calendar YTD 1/1/2021 - 6/30/2021
Opening Fund Balance	\$18,216,874.46	\$17,664,005.59
Contributions	0.00	0.00
Investment Activity, net	964,414.18	1,560,880.51
Administration & Grant Management Fees	0.00	(43,597.46)
Net Changes to Fund	964,414.18	1,517,283.05
Ending Balance	\$19,181,288.64	\$19,181,288.64

Investment Pool Performance as of 6/30/2021

	This Qtr.	1-Year	3-Years	5-Years	10-Years
Endowment Pool	5.1%	25.6%	9.9%	10.3%	7.0%
Social Impact Endowment Pool	6.0%	24.8%	13.9%	11.7%	8.5%
Conservative Balanced Pool	2.7%	12.5%	8.0%	6.7%	n/a
Short Duration Bond Pool	-0.3%	0.3%	3.6%	2.1%	n/a
Capital Preservation Pool	0.1%	0.2%	1.5%	1.2%	0.7%

Endowment Pool - invested for long-term growth and appreciation while providing a relatively predictable stream of distributions that keeps pace with inflation over time. The target asset allocation is 50% equities, 14% hedge funds, 22% fixed income and 14% real assets. Investment management fees are 66 basis points.

Social Impact Endowment Pool - invested in a diversified pool aiming for capital growth for long-term grantmaking; underlying instruments undergo rigorous environmental and social analysis, with an asset allocation of approximately 60%-75% equities and 25%-40% fixed income. Investment management fees are 68 basis points.

Conservative Balanced Pool - designed to aim for moderate growth and to offer diversified exposure to the U.S. equity market and to investment grade fixed income with maturities from one to five years and an asset allocation of 70% fixed income and 30% equities investments. Investment management fees are 9 basis points.

Short Duration Bond Pool - invested to offer diversified exposure to investment grade fixed income with maturities from one to five years for the purposes of grants over a near-term one to four year horizon. Investment management fees are 5 basis points.

Capital Preservation Pool - designed to preserve principal and provide liquidity for present grantmaking needs through investment in short-term fixed income and cash instruments. Investment management fees are 10 basis points.



COMMITTEE TRANSMITTAL

September 13, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Subject: Capital Programming Update

Regional Planning and Highways Committee Meeting of September 2, 2021

Present: Directors Chaffee, Delgleize, Harper, Hernandez, Muller, Murphy, and Sarmiento

Absent: Director Bartlett

Committee Vote

Following the roll call vote, this item was declared passed 7-0 by the Members present.

Committee Recommendations

A. Consistent with right-of-way phase estimates for the Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2), authorize the use of \$23.926 million from the following fund sources:

- Surface Transportation Block Grant (\$17.5 million),
- Measure M2 freeway funds (\$5.575 million),
- Repurposed earmarks (up to \$0.851 million), contingent on Federal Highway Administration approval, and
- Additional Measure M2 freeway funds in lieu of \$0.851 million of repurposed earmarks, in the event the federal funds are not available.



Committee Recommendations (Continued)

- B. Consistent with updated design phase estimates for the State Route 55 Improvement Project from Interstate 5 to State Route 91, authorize the use of the funding below, increasing total funding for the phase from \$8.921 million to \$11 million, and reducing Measure M2 funds by \$3.921 million:
- Surface Transportation Block Grant (\$3.359 million), and
 - Highway Infrastructure Program (\$2.641 million)
- C. Authorize the use of \$1.720 million in Measure M2 for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 to support anticipated increased costs for the design phase, changing the total project estimated cost from \$504 million to \$505.720 million.
- D. Consistent with the forecasted cost for the environmental phase for the Interstate 5 Managed Lanes Project from the Orange County/San Diego County line to Avenida Pico, authorize the use of \$0.907 million in additional Surface Transportation Block Grant funds to fund this change in the project cost estimate from \$5.5 million to \$6.407 million.
- E. Authorize the use of up to \$3.207 million in additional Measure M2 Regional Capacity Program funds for the OC Bridges Railroad Grade Separation Program in lieu of federal Congestion Mitigation and Air Quality improvement funding.
- F. Authorize the use of \$12.526 million in Congestion Mitigation and Air Quality Improvement Program funds for 173 bus engine repowers.
- G. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary.



September 2, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programming Update

Overview

The Orange County Transportation Authority uses various funding sources to implement planning efforts, capital projects, and transit operations. Project costs can vary from the programmed amount in response to changing circumstances, which may require funding revisions. Board of Directors' authorization is required to provide funding for current or planned freeway, grade separation, and transit capital projects.

Recommendations

- A. Consistent with right-of-way phase estimates for the Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2), authorize the use of \$23.926 million from the following fund sources:
- Surface Transportation Block Grant (\$17.5 million),
 - Measure M2 freeway funds (\$5.575 million),
 - Repurposed earmarks (up to \$0.851 million), contingent on Federal Highway Administration approval, and
 - Additional Measure M2 freeway funds in lieu of \$0.851 million of repurposed earmarks, in the event the federal funds are not available.
- B. Consistent with updated design phase estimates for the State Route 55 Improvement Project from Interstate 5 to State Route 91, authorize the use of the funding below, increasing total funding for the phase from \$8.921 million to \$11 million, and reducing Measure M2 funds by \$3.921 million:
- Surface Transportation Block Grant (\$3.359 million), and
 - Highway Infrastructure Program (\$2.641 million).

- C. Authorize the use of \$1.720 million in Measure M2 for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 to support anticipated increased costs for the design phase, changing the total project estimated cost from \$504 million to \$505.720 million.
- D. Consistent with the forecasted cost for the environmental phase for the Interstate 5 Managed Lanes Project from the Orange County/San Diego County line to Avenida Pico, authorize the use of \$0.907 million in additional Surface Transportation Block Grant funds to fund this change in the project cost estimate from \$5.5 million to \$6.407 million.
- E. Authorize the use of up to \$3.207 million in additional Measure M2 Regional Capacity Program funds for the OC Bridges Railroad Grade Separation Program in lieu of federal Congestion Mitigation and Air Quality improvement funding.
- F. Authorize the use of \$12.526 million in Congestion Mitigation and Air Quality Improvement Program funds for 173 bus engine repowers.
- G. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) directs the use of federal, state, and local funds based on the Board of Directors' (Board)-approved Capital Programming Policies (Attachment A), and this Capital Programming update item seeks approval to fund cost increases, and upcoming projects or phases of projects. Additionally, staff will continue to seek cost savings and minimize the use of funding where applicable.

As projects progress through development, costs can change, funding agency requirements may limit the anticipated use of funds, opportunities to maximize external funding may arise, savings may be identified, or additional or different funding may be required. OCTA regularly reports on specific project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status. Board action to update funding for projects is requested periodically to support costs consistent with the revised funding need for projects. Project descriptions and additional information for each of the projects discussed in this staff report are included in Attachment B. The Capital Funding Program (CFP) includes a summary of how OCTA's capital projects are currently funded along with the proposed changes in this item and is provided as Attachment C. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months, is provided in Attachment D.

The Federal Highway Administration (FHWA) allows states to use stale and unspent federal earmarks or repurpose them to other transportation projects. FHWA and the California Department of Transportation (Caltrans) have identified three stale earmarks from Orange County, with unspent funding remaining available to be repurposed to other projects. These are included in Attachment B. The original projects are now complete or did not proceed using the federal funds. The earmarks that appear to be available to OCTA for repurposing total \$0.851 million and may be repurposed to other projects. To repurpose these funds, OCTA requests approval through Caltrans and the FHWA. Staff recommendations for repurposing these funds are described below. While these earmarks are listed as available for repurposing, FHWA makes the final determination.

Discussion

The CAP lists highway, grade separation, rail, and transit projects and includes the cost estimate at completion, as well as the schedule for key milestones for each project. In coordination with project managers, programming staff refers to the CAP from the Capital Programs Division to recommend or make funding adjustments for new projects, ongoing projects, and projects that have met key milestones or other adjustments.

Freeway Program Funding Changes

The following recommendations for increased or exchanged funding for freeway projects are primarily based on estimates included in the CAP, presented to the Board on May 10, 2021. For project phases already underway, some changes are based on a forecast of actual costs. The projects are proposed to receive federal funds from the Surface Transportation Block Grant Program (STBG), Highway Infrastructure Program (HIP), repurposed earmark funds, and Measure M2 (M2) Freeway Program funds. The STBG and HIP funds are available to be used for these projects as they were previously set aside to be used for the construction phase of the State Route 55 (SR-55) Improvement Project from Interstate 405 (I-405) to Interstate 5 (I-5). However, the SR-55 project was alternatively funded with SB 1 (Chapter 5, Statutes of 2017) competitive program funds. Staff is recommending the following funding changes which are further described in Attachment B.

I-5, Yale Avenue to SR-55

The I-5 Improvement Project from Yale Avenue to SR-55 (Segment 2) entered the plans, specifications, and estimates (PS&E) phase in May 2021. This project will add one mixed-flow lane in both the northbound and southbound directions from the SR-55 on-ramp to Yale Avenue in the City of Irvine. OCTA staff is also currently developing a right-of-way (ROW) cooperative agreement with Caltrans.

Based on the status of the design phase, staff recommends funding the ROW phase, which is estimated to cost \$23.926 million with approximately:

- \$17.5 million in STBG funds,
- \$5.575 million in M2 freeway funds, and
- \$0.851 million in repurposed earmark funding.

The proposed use of \$0.851 million in repurposed earmarks contingent upon approval from the FHWA. If FHWA does not authorize any portion of the federal earmarks for this project, staff is requesting authorization to use additional M2 Freeway Program funds instead. Funding recommendations for the construction phase will be presented to the Board at a future date as project design work is completed. Staff will also report back on the success of the use of repurposed earmarks as part of a future Capital Programming Update item.

SR-55, I-5 to State Route 91 (SR-91)

The SR-55 Project from I-5 to SR-91 will add one general-purpose lane in each direction between State Route 22 (SR-22) and I-5, and includes operational improvements between SR-22 and SR-91. The Board approved the use of \$8.921 million in M2 funding for the PS&E phase on January 13, 2020. Based on a review of the scope and actual cost for several similar projects, OCTA staff has determined that the project will require an additional \$2.079 million for the design phase, for a total estimated cost of \$11 million. Staff is proposing to use \$2.641 million in federal HIP funds and \$3.359 million in STBG for the PS&E phase. Using additional federal funds allows OCTA to preserve \$3.921 million in local M2 freeway funds for future M2 freeway projects. The total estimated the PS&E cost after these proposals stands at \$11 million. The funding changes for PS&E phase are noted in the table below and are further described in Attachment B.

Existing Funding (in 000s)	STBG	M2	HIP	Total
PS&E		\$ 8,921		\$ 8,921

Proposed Funding (in 000s)	STBG	M2	HIP	Total
PS&E	\$ 3,359	\$ 5,000	\$ 2,641	\$ 11,000
CHANGE	\$ 3,359	(\$3,921)	\$ 2,641	\$ 2,079

HIP - Highway Infrastructure Program

SR-55, I-405 to I-5

The SR-55 Improvement Project between the I-405 and I-5 will add a general-purpose, high-occupancy vehicle (HOV), and auxiliary lanes in both directions between I-405 and I-5. This project is nearing completion of the PS&E

phase and is expected to be advertised for construction in the December 2021 timeframe. Additional funding is needed to complete the PS&E phase. Staff estimates that an additional \$1.720 million is needed to address additional roadway design, survey, utility and ROW coordination, engineering reports modifications, environmental services, and OCTA labor costs. A complementary staff report to amend the existing design services contract will be presented at the same Board meeting and provide more detail on the need for the additional funding. This adjustment changes the total project cost estimate from \$504 million to \$505.720 million, and is proposed to be funded with M2 Freeway Program funds. Attachment B also provides additional detail on this requested action.

I-5, Orange County/San Diego County Line to Avenida Pico

On May 11, 2020, the Board approved \$5.5 million in STBG funds for the project approval and environmental document phase for the I-5 Project from the Orange County/San Diego County line to Avenida Pico. The project entered the environmental phase in March 2021. While drafting the cooperative agreement with Caltrans, additional project risks and OCTA costs related to outreach were identified, necessitating an increase in the project budget. This increase adjusts the cost estimate for the environmental phase from \$5.5 million to \$6.407 million. Staff is proposing up to \$0.907 million in additional STBG funding for the project. This project complements Project C in the M2 Freeway Program, which extended the HOV lane from San Juan Creek Road to Avenida Pico. It is also a key project that has been identified to address congestion in south Orange County.

OC Bridges Railroad Grade Separations

OCTA initiated the OC Bridges Railroad Grade Separation Program (OC Bridges Program) in 2007, in coordination with the cities of Anaheim, Fullerton, and Placentia. Undercrossings at Placentia Avenue and Kraemer Boulevard and overcrossings at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue were implemented by OCTA. The City of Fullerton has implemented undercrossings at State College Boulevard and Raymond Avenue. All seven grade separations were constructed and opened to traffic by the end of 2017.

In July 2020, the Board approved funding changes to the OC Bridges Program, which were anticipated to be the final funding changes necessary to closeout these projects. However, staff is returning to the Board to seek approval to use additional M2 Regional Capacity Program (RCP) in lieu of CMAQ funds to close out the OC Bridges Program. The changes are primarily related to the State College Boulevard grade separation, Lakeview Avenue, and Raymond Avenue grade separations and are reflected in Attachment B.

CMAQ funds may be used to support grade separation projects, but are intended to support projects that improve air quality and cannot be used for roadway widening.

FHWA would not approve the use of a portion of the federal funds assigned to the grade separation projects, given roadway widening components were included in the projects. All other funding sources have been exhausted, including the use of proceeds from the surplus property. Based on these recommendations, the current M2 RCP amount used for the OC Bridges Program totals \$152.625 million, which is below the July 2010 Board-approved M2 RCP amount of \$169.397 million for the program.

Bus Upgrades

Staff is recommending use up to \$12.526 million in CMAQ funds to purchase 173 Cummins L9N, 8.9-liter, compressed natural gas-powered engines. The new engines will replace the older 8.9L Cummins ISL-G engines, which will reach the manufacturer-recommended engine replacement mileage by early 2022. The timing of this engine repower is consistent with maintaining the useful life of the fleet as stated in the 20-Year Fleet Outlook and the Transit Asset Management Plan. Of the 173 engines, 16 will be installed in 60-foot buses and the remaining 157 will be for 40-foot buses. The proposed engines have been certified by the California Air Resources Board as a near-zero-emission engine, which will further decrease the emissions profile of the entire bus fleet. A portion of the proposed CMAQ funds are being redirected from the OC Bridges program. The additional CMAQ was previously set aside to be used for the construction of High Occupancy Vehicle lanes for the State Route 55 Improvement Project from I-405 to I-5. However, the SR-55 project was alternatively funded with SB 1 (Chapter 5, Statutes of 2017) competitive program funds. The use of CMAQ for bus repowers is consistent with the Capital Programming Policies regarding bus transit capital projects. Additionally, this project was anticipated in the OCTA Comprehensive Business Plan, and this action identifies the funding source that will support the project.

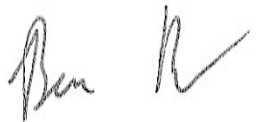
Summary

To ensure that OCTA projects are fully funded, external funds are maximized, and funding levels are consistent with the estimate at completion listed in the quarterly CAP, staff is seeking Board approval to use and redistribute federal and local funds for several freeway, grade separation, and transit projects.

Attachments

- A. Existing Capital Programming Policies by Fund Source, February 2019
- B. Capital Programming Update Project Descriptions
- C. Capital Funding Program Report
- D. List of Board of Directors Reports with Programming Actions, January 2021 – June 2021

Prepared by:



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**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source	Measure M2 Programming Policies
M2 Programs	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M Measure M2 (M2) funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors' (Board)-approved plans and updates to the M2 Program. funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the M2 Transportation Investment Plan and the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations.
Project Q (Local Fair Share Program)	Use Project Q M2 funds consistent with the M2 Transportation Investment Plan. Funds are programmed through the annual budget, but actual disbursements may be adjusted based on the formula distribution of funds.
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan and the CTFP Guidelines. Program funds to projects through a call.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the M2 Transportation Investment Plan, the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and the CTFP Guidelines. Program funds to projects through a call.

Existing Capital Programming Policies by Fund Source February 2019

Funding Source	Measure M2 Programming Policies
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and the CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources	<p>First priority of all funding sources is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing Orange County Transportation Authority's (OCTA) assets in a state of good repair (SGR). Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.</p>
State	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	<p>Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Cap-and-Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council	<p>Use AHSC for fixed-guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions.</p> <p>*Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds.</p>
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	<p>Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce GHG emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.</p>
Cap-and-Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency	<p>Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions.</p>

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies
Proposition 1A/CTC	All funds are programmed.
Proposition 1B – Competitive Programs Funding/CTC	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/Caltrans	Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects.
Proposition 1B – Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services	Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.
SB 1 (Chapter 5, Statutes of 2017) - Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver M2 projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up, and based on the timing for the request for project nominations.
SB 1 - SGR/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP first for eligible M2 Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects
STIP/CTC	Use of STIP funds for M2 freeway, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals.

Existing Capital Programming Policies by Fund Source February 2019

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • M2 fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for OC Bridges grade separation projects, • vanpool program and rideshare services, • other rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	<p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>
FTA Section 5337 Formula Funds/FTA	<p>Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.</p>

**Existing Capital Programming Policies by Fund Source
February 2019**

Funding Source/Agency	State and Federal Programming Policies
FTA Section 5339 Formula Funds/FTA	<p>Use funds for:</p> <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	Currently these funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant (STBG) Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually
Transportation Alternatives Program (TAP) – CTC/SCAG through ATP	Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above.

Capital Programming Update Project Descriptions

Interstate 5 (I-5) Improvement Project from Yale Avenue to State Route 55 (SR-55) (Segment 2)

This project will add one mixed-flow lane in both the northbound and southbound directions from the SR-55 on-ramp to Yale Avenue in the City of Irvine. The additional lanes will reduce corridor traffic congestion, reduce hours of travel, improve traffic operations and improve access to high-occupancy vehicle lanes. This is Segment 2 of Project B in the Measure M2 (M2) Ordinance.

This project is currently funded through the design phase with \$17.425 million of STBG and M2 funds. Staff is recommending funding the ROW phase with \$17.500 million in STBG funds, \$0.851 million in repurposed earmarks (detailed below) and \$5.575 million in M2 freeway funds, resulting in a total of \$41.351 million of programmed funding for the design and ROW phases. Utilizing federal funds for portions of the project will allow the Orange County Transportation Authority (OCTA) to benefit from the lower indirect cost-rate proposal for oversight work carried out by the California Department of Transportation (Caltrans). Staff will return to the Board of Directors (Board) for recommendations for the construction phase at a future date.

The Federal Highways Administration (FHWA) and Caltrans have identified the following three state earmarks from Orange County with unspent funding remaining available to be repurposed to other projects:

- State Route 91 (SR-91) Congestion Relief Project - \$0.237 million (no obligation activity),
- Image-based toll collection system project - \$0.188 million (original project completed), and
- State College/ BNSF Railway Company (BNSF) grade separation - \$0.426 million (original project completed).

Total amount available for repurposing is \$0.851 million. Use of these funds is contingent on approval by FHWA and Caltrans.

These proposed funding actions are summarized in the table below:

Existing Funding (in 000s)	STBG	M2	Total
PA&ED	\$ 3,527		\$ 3,527
PS&E	\$ 11,500	\$ 2,398	\$ 13,898
ROW	TBD	TBD	TBD
CON	TBD	TBD	TBD
TOTAL	\$ 15,027	\$ 2,398	\$ 17,425

PA&ED - Project approval and environmental document

PS&E - Plans, specifications, and estimates

STGB - Surface Transportation Block Grant

ROW – Right-of-way

CON – Construction

Capital Programming Update Project Descriptions

Proposed Funding (in 000s)	STBG	Federal Demo	M2	Total
PA&ED	\$ 3,527			\$ 3,527
PS&E	\$ 11,500		\$ 2,398	\$ 13,898
ROW	\$ 17,500	\$851	\$ 5,575	\$ 23,926
CON	TBD	TBD	TBD	TBD
TOTAL	\$ 32,527	\$851	\$ 7,973	\$ 41,351
CHANGE	\$ 17,500	\$851	\$ 5,575	\$ 23,926

Federal Demo - Federal Demonstration

SR-55 Improvement Project from I-5 to SR-91

This project will add one general purpose lane in each direction between State Route 22 (SR-22) and I-5 and provide operational improvement between SR-22 and SR-91 (Project F). The objective of the proposed project is to reduce traffic congestion, improve mobility, and improve traffic operations in the study area.

The environmental phase of the project is fully funded with \$5 million of STBG funds. The design phase is currently funded with \$8.921 million of M2 funds, and OCTA staff is proposing \$2.641 million in available federal HIP funds and an additional \$3.359 million in STBG for the PS&E phase. These federal funds have become available for use on projects due to recent adjustments to the obligation authority plan and will replace \$3.921 million in local M2 funds. The total project funding increases by \$2.079 million to \$16 million, and changes are summarized below. Staff will return to the Board with recommendations for the ROW and construction phases at a future date.

Existing Funding (in 000s)	STBG	M2	HIP	Total
PA&ED	\$ 5,000			\$ 5,000
PS&E		\$ 8,921		\$ 8,921
ROW	TBD	TBD	TBD	TBD
CON	TBD	TBD	TBD	TBD
TOTAL	\$ 5,000	\$ 8,921		\$ 13,921

Proposed Funding (in 000s)	STBG	M2	HIP	Total
PA&ED	\$ 5,000			\$ 5,000
PS&E	\$ 3,359	\$ 5,000	\$ 2,641	\$ 11,000
ROW	TBD	TBD	TBD	TBD
CON	TBD	TBD	TBD	TBD
TOTAL	\$ 8,359	\$ 5,000	\$ 2,641	\$ 16,000
CHANGE	\$ 3,359	(\$3,921)	\$ 2,641	\$ 2,079

HIP - Highway Infrastructure Program

SR-55 Improvement from I-405 to I-5

The SR-55 Improvement Project from I-405 to I-5 is a critical M2 freeway project which will add a general purpose, high-occupancy vehicle, and auxiliary lanes in both directions between I-405 and I-5 (Project F). The SR-55 Project is expected to significantly improve mobility and increase access to jobs, healthcare facilities, John Wayne Airport, and the various educational facilities in and around Orange County.

This project is nearing completion of PS&E and is expected to be advertised for construction in the December 2021 timeframe. Additional funding is needed to complete PS&E phase. Staff estimates that an additional \$1.72 million is needed to address

Capital Programming Update Project Descriptions

additional roadway design, survey, utility and ROW coordination, engineering reports modifications, environmental services, and OCTA labor costs. A complementary staff report to amend the existing design services contract will be presented at the same Board meeting and provide more detail on the need for the additional funding. This adjustment changes the total project cost estimate from \$504 million to \$505.720 million and is proposed to be funded with M2 Freeway Program funds.

Existing Funding (in 000s)	CMAQ	STIP	STBG	SHOPP	M2	TCEP	LPP-C	TOTAL
PA&ED				\$200	\$6,308			\$6,508
PS&E			\$18,500	\$3,500	\$4,700			\$26,700
ROW	\$41,500		\$97,100	\$25,400	\$20,200			\$184,200
CON	\$3,400	\$80,000		\$12,800	\$50,392	\$115,000	\$25,000	\$286,592
TOTAL	\$44,900	\$80,000	\$115,600	\$41,900	\$81,600	\$115,000	\$25,000	\$504,000

Proposed Funding (in 000s)	CMAQ	STIP	STBG	SHOPP	M2	TCEP	LPP-C	TOTAL
PA&ED				\$200	\$6,308			\$6,508
PS&E			\$18,500	\$3,500	\$6,420			\$28,420
ROW	\$41,500		\$97,100	\$25,400	\$20,200			\$184,200
CON	\$3,400	\$80,000		\$12,800	\$50,392	\$115,000	\$25,000	\$286,592
TOTAL	\$44,900	\$80,000	\$115,600	\$41,900	\$83,320	\$115,000	\$25,000	\$505,720
CHANGE					\$1,720			\$1,720

CMAQ - Congestion Mitigation and Air Quality Improvement
 SHOPP - State Highway Operation and Protection Program
 LPP-C - Local Partnership Program-Competitive

STIP - State Transportation Improvement Program
 TCEP - Trade Corridor Enhancement Program

I-5 Improvement Project from Avenida Pico to San Diego County Line

The I-5 Improvement Project from the San Diego/Orange County line to Avenida Pico project proposes to add a high-occupancy vehicle lane in each direction on the I-5, reestablish existing auxiliary lanes, widen existing undercrossings, and replace existing overcrossings.

The PSR was funded with \$0.450 million in CMAQ funds and \$0.121 million in STBG funds that were provided to Caltrans. The Board approved \$5.5 million in STBG funds for the project approval and environmental document phase for the project which entered the environmental phase in March 2021. While drafting the cooperative agreement with Caltrans, additional project risks and OCTA costs related to outreach were identified, necessitating an increase in the project budget. This increase adjusts the cost estimate for the environmental phase from \$5.5 million to \$6.407 million. The PA&ED phase is Staff is recommending an increase in the STBG funds for this phase by \$0.907 million, resulting in a total project cost of \$6.978 million. Staff will return to the Board with recommendations for the ROW and construction phases at a future date.

Capital Programming Update Project Descriptions

Existing Funding (in 000s)	CMAQ	STBG	Total
PSR	\$ 450	\$ 121	\$ 571
PA&ED		\$ 5,500	\$ 5,500
ROW	TBD	TBD	TBD
CON	TBD	TBD	TBD
TOTAL	\$ 450	\$ 5,621	\$ 6,071

PSR – Project Study Report

Proposed Funding (in 000s)	CMAQ	STBG	Total
PSR	\$ 450	\$ 121	\$ 571
PA&ED		\$ 6,407	\$ 6,407
ROW	TBD	TBD	TBD
CON	TBD	TBD	TBD
TOTAL	\$ 450	\$ 6,528	\$ 6,978
CHANGE		\$ 907	\$ 907

OC Bridges

OCTA in coordination with the cities of Anaheim, Fullerton, and Placentia, initiated the OC Bridges Railroad Grade Separation Program (OC Bridges Program) in 2007. The OC Bridges Program included undercrossings at Placentia Avenue and Kraemer Boulevard as well as overcrossings at Orangethorpe Avenue, Tustin Avenue/ Rose Drive, and Lakeview Avenue completed by OCTA. The City of Fullerton implemented undercrossings at State College Boulevard and Raymond Avenue.

These seven grade separations have been completed and the approved overall funding plan is reflected in the table is provided below, and individual project changes discussed below that.

Existing Funding (in 000s)	M2	Surplus Property & Utilities	Other Local	TCRP/ OCCUT	PTMISEA	TCIF	TSSSDRA	Federal	Total
TOTAL	\$149,418	\$20,374	\$21,495	\$ 8,960	\$ 95,346	\$148,639	\$ 9,388	\$214,080	\$ 667,700

OCCUT - Orange County Unified Transportation Trust

PTMISEA - Public Transportation Modernization, Improvement, and Service Enhancement

TCIF - Trade Corridor Improvement Funds

TSSSDRA - Transit System Safety, Security, and Disaster Response Account

Proposed Funding (in 000s)	M2	Surplus Property & Utilities	Other Local	TCRP/ OCCUT	PTMISEA	TCIF	TSSSDRA	Federal	Total
TOTAL	\$152,625	\$20,374	\$21,564	\$ 8,960	\$ 95,477	\$148,463	\$ 9,388	\$209,700	\$ 666,551
Change	\$3,207		\$69		\$131	(\$176)		(\$4,380)	(\$1,149)

Raymond Avenue Grade Separation

The project was completed May 14, 2018, and includes construction of a vehicular underpass on Raymond Avenue at the BNSF railroad crossing, between Walnut Avenue and Ash Avenue in the City of Fullerton. The project lowered Raymond Avenue under Valencia Drive. Two bridge structures were constructed, one for the railroad and one for vehicular traffic. The project includes connector roads on the west side of Raymond Avenue to provide access to Valencia Drive and Truslow Avenue.

Capital Programming Update Project Descriptions

The total project cost is reduced from \$126.317 million to \$125.419 million and was supported through State Proposition 1B TCIF, PTMISEA, and TSSSDRA funds, M2, a portion of surplus property and rental income, BNSF, and MWD funds. The \$0.898 million in savings for this project are credited to M2 which reduces the need for additional M2 to support the ineligible CMAQ in the overall program and helped offset the loss of \$0.176 million in TCIF funds in the Lakeview Avenue Grade Separation project as noted below.

Existing Funding (in 000s)	M2	Surplus Property	BNSF	MWD	Prop 1B PTMISEA	TCIF	Prop 1B TSSSDRA	Total
Design	\$ 5,229							\$ 5,229
ROW	\$ 7,611				\$ 25,172			\$ 32,783
CON	\$ 10,562	\$ 5,216	\$ 700	\$ 1,648	\$ 52,376	\$ 10,400	\$ 7,403	\$ 88,305
TOTAL	\$ 23,402	\$ 5,216	\$ 700	\$ 1,648	\$ 77,548	\$ 10,400	\$ 7,403	\$ 126,317

MWD – Metropolitan Water District

Prop 1B – Proposition 1B

Proposed Funding (in 000s)	M2	Surplus Property	BNSF	MWD	Prop 1B PTMISEA	TCIF	Prop 1B TSSSDRA	Total
Design	\$ 5,407							\$ 5,407
ROW	\$ 7,008				\$ 25,172			\$ 32,180
CON	\$ 9,958	\$ 5,216	\$ 700	\$ 1,648	\$ 52,507	\$ 10,400	\$ 7,403	\$ 87,832
TOTAL	\$ 22,373	\$ 5,216	\$ 700	\$ 1,648	\$ 77,679	\$ 10,400	\$ 7,403	\$ 125,419
Change*	(\$ 1,029)				\$ 131			(\$ 898)

*Increases in funding under \$250,000 or reductions in funding do not require Board of Directors' approval

State College Boulevard Grade Separation

The project was completed March 8, 2018 and constructed a grade separation on State College Boulevard at the BNSF railroad tracks from Santa Fe Avenue at the northerly terminus and approximately 700 feet south of Valencia Drive at the southerly terminus in the City of Fullerton. The grade separation provides an underpass for vehicular traffic on State College Boulevard and lowered State College Boulevard below the BNSF mainline rail lines. A rail bridge was constructed for the two existing mainline tracks with space for a third track.

The total project cost is reduced from \$99.631 million to \$99.380 million and was supported through M2 Regional Capacity Program, BNSF, city funds, OCSD, TCIF, TSSSDRA, STBG, CMAQ, and Federal Demo funds. The \$0.251 million in savings for this project are credited to the reduction in CMAQ which reduces the need for additional M2 to support the ineligible CMAQ in the overall program

Existing Funding (in 000s)	M2	BNSF	City of Fullerton	OCSD	TCIF	TSSSDRA	STBG/CMAQ	Federal Demo	Total
Design	\$ 3,080		\$ 1,925	\$ 170					\$ 5,175
ROW			\$ 4,412				\$ 19,032	\$ 10,823	\$ 34,267
CON	\$ 8,320	\$ 1,100	\$ 121	\$ 3,290	\$ 32,800	\$ 1,985	\$ 12,509	\$ 64	\$ 60,189
TOTAL	\$ 11,400	\$ 1,100	\$ 6,458	\$ 3,460	\$ 32,800	\$ 1,985	\$ 31,541	\$ 10,887	\$ 99,631

OCSD - Orange County Sanitation District

Capital Programming Update Project Descriptions

Proposed Funding (in 000s)	M2	BNSF	City of Fullerton	OCSD	TCIF	TSSSDRA	STBG/CMAQ	Federal Demo	Total
Design	\$ 3,568		\$ 1,925	\$ 170					\$ 5,663
ROW	\$ 4,437		\$ 4,412				\$ 14,715	\$ 10,823	\$ 34,387
CON	\$ 7,455	\$1,147	\$ 121	\$3,312	\$ 32,800	\$ 1,985	\$ 12,446	\$ 64	\$ 59,330
TOTAL	\$15,460	\$1,147	\$ 6,458	\$3,482	\$ 32,800	\$ 1,985	\$ 27,161	\$ 10,887	\$ 99,380
Change*	\$4,060	\$ 47		\$ 22			(\$4,380)		(\$251)

*Increases in funding under \$250,000 or reductions in funding do not require Board of Directors' approval

Lakeview Avenue Grade Separation

The project was completed June 5, 2017 and raised Lakeview Avenue 24 feet above the BNSF mainline tracks between Orchard Drive to the north and Eisenhower Circle to the south in the cities of Anaheim and Placentia. A bridge was constructed that spans over Orangethorpe Avenue, the BNSF, and Orange County Flood Control ROW. A modified loop type connector road was also constructed to move vehicles from Lakeview Avenue back to Orangethorpe Avenue. Improvements to adjoining streets and commercial driveways were also part of the project.

The total project cost remains at \$110.702 million and was supported through M2 Regional Capacity Program, BNSF, city funds, OCSD, TCIF, TSSSDRA, STBG, CMAQ, and Federal Demo funds. There was \$0.176 million in TCIF funds that were unable to be reimbursed through the State. M2 savings from the Raymond Avenue Grade Separation were used in place of the TCIF funds for this project.

Existing Funding (in 000s)	M2	Federalized Portion of Surplus Property	Utility Relocation Reimbursement	BNSF	TCIF	STBG/CMAQ	Federal Demo	Total
Design	\$6,832					\$631		\$ 7,463
ROW	\$1,289	\$10,164	\$1,047	\$1,619		\$34,317		\$ 48,436
CON	\$13,495	\$1,925			\$27,520	\$2,154	\$9,709	\$ 54,803
TOTAL	\$21,616	\$12,089	\$1,047	\$1,619	\$27,520	\$37,102	\$9,709	\$110,702

Proposed Funding (in 000s)	M2	Federalized Portion of Surplus Property	Utility Relocation Reimbursement	BNSF	TCIF	STBG	Federal Demo	Total
Design	\$6,832					\$631		\$ 7,463
ROW	\$1,289	\$10,164	\$1,047	\$1,619		\$34,317		\$ 48,436
CON	\$13,671	\$1,925			\$27,344	\$2,154	\$9,709	\$ 54,803
TOTAL	\$21,792	\$12,089	\$1,047	\$1,619	\$27,344	\$37,102	\$9,709	\$110,702
Change*	\$ 176				(\$176)			

*Increases in funding under \$250,000 or reductions in funding do not require Board of Directors' approval

173 Bus Repowers

OCTA operates a fleet of 173 New Flyer Xcelsior compressed natural gas-powered buses, model year 2016, that are due for midlife overhaul maintenance, which includes engine replacement. The proposed replacement Cummins Engines have been certified

Capital Programming Update Project Descriptions

by the California Air Resources Board as a near-zero-emission engine, which will further decrease the emissions profile of the entire bus fleet. Of the 173 engines, 16 will be for 60-foot buses and 157 will be for 40-foot buses.

This project is proposed to be fully funded with \$12.526 million of CMAQ funding.



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State Highway Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309		
I-5 widening, I-405 to Yale Avenue (Segment 1) ¹	B	\$230,482	\$52,357			\$95,338	\$33,395			\$49,392		
I-5 widening, Yale Avenue to SR-55 (Segment 2) ²	B	\$41,351	\$32,527		\$851					\$7,973		
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185		
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456		
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314		
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098		
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858		
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,365				\$6,000				\$6,365		
I-5/El Toro Interchange	D	\$4,400	\$4,400									
SR-55 (I-5 to SR-91) ³	F	\$16,000	\$8,359		\$2,641					\$5,000		
SR-55 widening between I-405 and I-5 ⁴	F	\$505,720	\$160,500		\$41,900	\$80,000	\$140,000			\$83,320		
SR-57 Orangewood Avenue to Katella Avenue	G	\$9,327	\$2,500		\$3,240					\$3,587		
SR-57 truck climbing lane phase II: Lambert Road to LA County Line ⁶	G	\$6,500				\$6,500						
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401	
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814	
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979	
SR-91, SR-241 to I-15	J	\$41,800									\$41,800	
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930	
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000									
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328						
I-605/ Katella Avenue interchange	M	\$4,824								\$4,824		
241/91 Express Lanes (HOT) Connector		\$182,298	\$50								\$182,248	
I-5 Managed Lane Project from Avenida Pico to San Diego County Line ⁵		\$6,978	\$6,978									
SR-74 Ortega Highway Multimodal Improvements, Calle Entradero to Reata Road ⁷		\$53,513			\$250	\$43,913				\$7,200	\$2,150	
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620	
State Highway Project Totals			\$508,278		\$78,612	\$382,835	\$182,783	\$140,392		\$1,871,866	\$951,942	
Federal Funding Total												
State Funding Total												
Local Funding Total												
Total Funding (000's)												

State Highway Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298		



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State Highway Project Completed												
Project Title		M Code	Total Funding	Federal Funds			State Funds			Local Funds		
				STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange improvements		D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting		D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping		G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping		G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue		G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard		G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road		G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping		G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57		H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping		H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements		I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71		J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b Routes 91/55 - e/o Weir replacement planting		J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)		J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping			\$4,600	\$4,600								
HOV connectors from I-405 and I-605		M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405		M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals			\$849,856	\$110,629		\$97,888	\$134,007		\$359,663	\$20,578	\$110,489	\$16,602
Federal Funding Total												
State Funding Total												
Local Funding Total												
Total Funding (000's)												



Capital Funding Program Report

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Board Action:

1. 2022 State Transportation Improvement Program - Authorize the use of up to \$11.396 million in Measure M2 funds for the Interstate 5 Improvement Project from Interstate 405 to Yale Avenue (Segment 1).
2. Capital Programming Update - Consistent with right-of-way phase estimates, authorize the use of \$23.926 million in the following fund sources for the Interstate 5 Improvement Project from Yale Avenue to State Route 55 (Segment 2):
 - Surface Transportation Block Grant (\$17.5 million),
 - Measure M2 Freeway Funds (\$5.575 million), and
 - Repurposed Earmarks (up to \$0.851 million), contingent on Federal Highway Administration approval
- Authorize the use of additional Measure M2 Freeway funds in lieu of \$0.851 million of Repurposed Earmarks, in the event the federal funds are not available.
3. Capital Programming Update - Consistent with updated design phase estimates, authorize the use of the funding below which supports an overall phase increase of \$2.079 million from \$8.921 million to \$11 million, and the reduction of Measure M2 funds by \$3.921 million for the State Route 55 Improvement Project from Interstate 5:
 - Surface Transportation Block Grant (\$3.359 million), and
 - Highway Infrastructure Program (\$2.641 million).
4. Capital Programming Update - Authorize the use of \$1.720 million in Measure M2 for the State Route 55 Improvement Project from Interstate 405 to Interstate 5 to support anticipated costs for the design phase, changing the total project estimated cost from \$504 million to \$505.702 million
5. Capital Programming Update - Consistent with the forecasted cost for the environmental phase, authorize the use of \$0.907 million in additional Surface Transportation Block Grant funds for the Interstate 5 Managed Lanes Project from the Orange County/San Diego County line to Avenida Pico to fund a change in project cost estimate from \$5.5 million to \$6.407 million.
6. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27. (\$6.5 million)
7. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27. (\$37.6 million)

Acronyms:

Aux - Auxiliary	CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration	FY - Fiscal Year
HOT - High-Occupancy Toll	HOV - High-Occupancy Vehicle
Hwy - Highway	I-405 - Interstate 405
I-5 - Interstate 5	I-605 - Interstate 605
LA - Los Angeles	M Code - Project Codes in Measure M1 and M2
M1 - Measure M1	M2 - Measure M2
N/B - Northbound	OC - Orange County
OCTA - Orange County Transportation Authority	PCH - Pacific Coast Highway
RSTP - Regional Surface Transportation Program	S/B - Southbound
S/O - South of	SR-133 - State Route 133
SR-241 - State Route 241	SR-55 - State Route 55
SR-57 - State Route 57	SR-71 - State Route 71
SR-73 - State Route 73	SR-90 - State Route 90
SR-91 - State Route 91	SS - Southside
STBG - Surface Transportation Block Grant	STIP - State Transportation Improvement Program
W/B - Westbound	



Capital Funding Program Report

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Bus Transit Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			Other Local
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Go Local - Step 1	S	\$5,730							\$5,730			
Mobile ticketing equipment	S	\$4,036						\$4,036				
M2 Project V Community Circulators	V	\$53,767								\$53,767		
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708		
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370		
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239				\$1,451
Associated Transportation Improvements		\$556		\$556								
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046				
Bus Engine Repowers (173) ¹		\$12,526	\$12,526									
Bus replacement - articulated alternative fuel buses (60 ¹)		\$31,105	\$22,250	\$8,855								
Bus replacement (40 ¹ and ACCESS)		\$149,009	\$29,198	\$68,139								\$51,672
Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts)		\$349,243		\$185,623								\$163,620
Digital Bus Stop Sign 13" Along High Quality Transit Corridors (143 sign) ²		\$2,500				\$2,500						
Engine rebuild		\$16,294		\$14,824				\$1,470				
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347					
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657		\$3,657								
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962								
FTA Section 5317 New Freedom		\$6,388		\$6,388								
Goldenwest Transportation Center parking structure		\$4,000	\$3,400									\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200				\$800
iShuttle replacement buses (12)		\$6,803					\$6,123					\$680
iShuttle replacement buses (five)		\$2,800					\$2,520					\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176						\$2,143
Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25		\$420,500		\$84,101								\$336,399
OC Mobility Hubs Strategy		\$300	\$266			\$34						
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$167,572		\$167,572								
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696								\$47,018
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995								
Rehabilitation and Renovation at OCTA Bus Facilities		\$1,509		\$1,207								\$302
Rideshare/vanpool		\$11,232	\$11,232									
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374					
Transit Security & Operations Center ^{3,4}		\$56,436			\$3,660	\$10,382	\$32,002	\$5,603				\$4,789
Transit Security Program		\$3,167						\$3,167				
Vanpool Program - capital lease		\$12,838	\$12,838									
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199				
Zero-emission Bravo! buses (ten battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538				



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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Bus Transit Project Totals		\$1,634,650	\$226,929	\$622,969	\$4,001	\$13,092	\$53,832	\$42,498	\$5,730	\$55,845	\$609,754
Federal Funding Total	\$853,899										
State Funding Total	\$109,422										
Local Funding Total	\$671,329										
Total Funding (000's)	\$1,634,650										

Bus Transit Project Completed										
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds	
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2
Heating ventilation unit replacements		\$405		\$313			\$92			
Zero-emission hydrogen fuel cell buses (10)		\$12,978					\$5,640	\$7,338		
Bus Transit Project Completed Totals										
Federal Funding Total		\$313								
State Funding Total		\$13,070								
Local Funding Total		\$0								
Total Funding (000's)		\$13,383								

Board Action:

1. Capital Programming Update - Authorize the use of up to \$12.526 million in Congestion Mitigation and Air Quality Improvement Program funds for 173 bus engine repowers
2. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27 (\$2.5 million)
3. 2022 State Transportation Improvement Program - Approve the 2022 State Transportation Improvement Program submittal to program \$164.647 million to seven projects, from fiscal year 2022-23 through fiscal year 2026-27 (\$10.382 million)
4. 2022 State Transportation Improvement Program - Authorize the use of up to \$27.234 million for the Transit Security and Operations Center, as follows:
 - \$19.650 million in Local Partnership Program Formula funds,
 - \$3.924 million in additional State of Good Repair, and
 - \$3.660 million Coronavirus Response and Relief Supplemental Appropriations Act, 2021

Acronyms:

- ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

Local Road Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			Other Local
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249		\$971
M2 Project O Regional Capacity Program call	O	\$319,611						\$24,254		\$295,357		
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500										
M2 Project P Regional Signal Synchronization Program call	P	\$117,578			\$7,719	\$74,705				\$19,254		\$19,822
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621		\$1,774				\$11,762	\$4,546	\$99,496		
M2 Project X Environmental Clean Up	X	\$55,258								\$361,621		
Active Transportation Program - regional call		\$83,504		\$6,359	\$63,361	\$92		\$199		\$55,258		\$13,493
ARRA transportation enhancements		\$6,833			\$4,049				\$500			\$2,284
Arterial Pavement Management Program		\$50,888		\$19,930								\$30,958
Atlanta Avenue widening		\$4,160		\$2,278								\$1,882
Bicycle Corridor Improvement Program (BCIP)		\$63,128		\$43,755								\$19,373
Bristol Street widening		\$44,750										\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369							
Local Agency led SCCP projects		\$3,357					\$3,357					
Local Agency Road Rehabilitation and Maintenance Program (CRRSAA)		\$14,591			\$14,591							
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000			
SCAG Sustainability Planning Grants		\$720			\$671							\$49
Traffic Signal Improvements		\$15,000				\$12,000						\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628							\$6,544
Del Obispo widening	M1	\$6,419		\$3,740								\$2,679
Local Road Project Totals		\$1,411,904	\$77,836		\$138,388	\$86,797	\$3,357	\$61,160	\$40,326	\$858,235		\$145,805
Federal Funding Total		\$216,224										
State Funding Total		\$151,314										
Local Funding Total		\$1,044,366										
Total Funding (000's)		\$1,411,904										

Local Road Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			Other Local
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708									\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981		\$1,832
Lakeview Avenue grade separation ²	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792		\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182		\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453		\$3,700
Raymond Avenue grade separation ³	O	\$125,419						\$95,482		\$22,373		\$7,564
State College Boulevard grade separation ^{1,4}	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460		\$11,087



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - September 13th, 2021

Local Road Project Completed												
Project Title		M Code	Total Funding	Federal Funds			State Funds			Local Funds		
				STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Tustin Avenue/Rose Drive grade separation		O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program		Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening			\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard			\$2,468	\$2,059								\$409
I-5 at La Paz Interchange improvements		M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets		M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), county-wide - Proposition 1B		M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals			\$739,983	\$197,570		\$39,196			\$268,544	\$5,992	\$156,141	\$72,540
Federal Funding Total				\$236,766								
State Funding Total				\$268,544								
Local Funding Total				\$234,673								
Total Funding (000's)				\$739,983								

Board Action:

- 1. Authorize the use of up to \$3.207 million in additional Measure M2 Regional Capacity Program funds for the OC Bridges Railroad Grade Separation Program in lieu of federal Congestion Mitigation and Air Quality improvement funding

Project Notes:

- 2. Measure M2 increased by \$0.176 million and TCIF decreased by \$0.176 million. Total project cost remains the same
- 3. Measure M2 decreased by \$1.029 million and PTMISEA increased by \$0.131 million. Total project cost decreases by \$0.898.
- 4. Measure M2 increased by \$4.060 million, Burlington Northern Santa Fe Railroad increased by \$0.047 million, Orange County Sanitation District increased by \$0.022 million, and STBG/CMAQ decreased by \$4.380 million. Total project cost decreased by \$0.251 million.

Acronyms:

Aux - Auxilliary	RSTP - Regional Surface Transportation Program
CMAQ - Congestion Mitigation Air Quality Improvement Program	S/B - Southbound
FTA - Federal Transit Administration	S/O - South of
FY - Fiscal Year	SS - Southside
HOT - High-Occupancy Toll	STBG - Surface Transportation Block Grant
HOV - High-Occupancy Vehicle	STIP - State Transportation Improvement Program
Hwy - Highway	W/B - Westbound
I-405 - Interstate 405	
I-5 - Interstate 5	
I-605 - Interstate 605	
LA - Los Angeles	
M Code - Project Codes in Measure M1 and M2	
M1 - Measure M1	
M2 - Measure M2	
N/B - Northbound	
OC - Orange County	
OCTA - Orange County Transportation Authority	
PCH - Pacific Coast Highway	



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - June 14th, 2021

Rail Project												
Project Title		M Code	Total Funding	Federal Funds			State Funds			Local Funds		
				STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion		M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
OC Streetcar (New Starts)		M1/S	\$423,438	\$62,412	\$162,554				\$25,586		\$172,886	
OC Streetcar (non-New Starts)		M1/S	\$8,601		\$341					\$6,904	\$1,213	\$143
Anaheim Canyon Station		R	\$34,200	\$30,432							\$2,000	\$1,768
Fullerton Transportation Center Stair Rehabilitation		R	\$1,330		\$1,295							\$35
Future VSS		R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano Passing Siding		R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital		R	\$516		\$516							
Metrolink rehabilitation/renovation - FY 2016-17 to FY 2024-25		R	\$102,257		\$102,257							
Metrolink station and track improvements, and rehabilitation		R	\$3,063		\$2,617							\$446
Orange Olive Wye Connection		R	\$16,000				\$16,000					
Placentia Commuter Rail Station		R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive Maintenance (SCRRRA - Metrolink) - FY 16-17 to FY 24-25		R	\$51,000		\$51,000							
San Juan Creek Bridge replacement		R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
Slope stabilization Laguna Niguel-Lake Forest		R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)		R	\$79,284						\$46,000		\$33,284	
Ticket vending machines		R	\$6,857									\$6,857
VSS at Commuter Rail Stations		R	\$4,409		\$3,594				\$56			\$759
M2 Project 5 Transit extensions to Metrolink (Rubber Tire)		S	\$733								\$733	
OC Maintenance Facility			\$198		\$198							
Slope and Culvert Improvements			\$300		\$300							
Tactile Tile Project			\$1,304		\$1,273						\$31	
Rail Project Totals			\$886,819	\$118,858	\$371,801	\$913	\$32,750		\$89,870	\$16,622	\$219,860	\$36,145
Federal Funding Total			\$491,572									
State Funding Total			\$122,620									
Local Funding Total			\$272,627									
Total Funding (000's)			\$886,819									

Rail Project Completed												
Project Title		M Code	Total Funding	Federal Funds			State Funds			Local Funds		
				STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)		M1/R	\$5,177	\$2,800	\$732					\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)		M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock		M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink Service Track Expansion		M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure		M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - June 14th, 2021

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Gateway Anaheim Rapid Connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium Crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348								\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$166			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail Crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$809,073	\$93,439	\$99,160	\$4,735	\$44,081		\$193,357	\$205,975	\$83,692	\$84,634

Federal Funding Total	\$197,334
State Funding Total	\$237,438
Local Funding Total	\$374,301
Total Funding (000's)	\$809,073

Acronyms:

ADA - Americans with Disabilities Act	OC - Orange County
CMAQ - Congestion Mitigation Air Quality Improvement Program	OCTA - Orange County Transportation Authority
FTA - Federal Transit Administration	OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
FY - Fiscal Year	PSR - Project Study Report
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor	ROW - Right-of-Way
M Code - Project Codes in Measure M1 and M2	STBG - Surface Transportation Block Grant
M1 - Measure M1	STIP - State Transportation Improvement Program
M2 - Measure M2	VSS - Video Surveillance System

ATTACHMENT D

List of Board of Directors Reports with Programming Actions
January 2021 – June 2021

Date	Report Title	Fund Source(s) Affected
1/11/21	State Route 55 Improvement Project from Interstate 405 to Interstate 5 Funding Plan Update and SB 1 (Chapter 5, Statutes of 2017) Grant Acceptance	SB 1 TCEP, SB 1 LPP-C, STBG, CMAQ
1/25/21	M2 Community-Based Transit Circulars Program Project V Ridership Report and Proposed Program Revisions	M2 Project V
2/8/21	Capital Programming Update	M2, HIP, STBG, CMAQ
3/22/21	Agreement for Construction of the Anaheim Canyon Metrolink Station Improvement Project	CMAQ
3/22/21	OC Streetcar Project Supplemental Contingency	M2, CMAQ
5/10/21	Comprehensive Transportation Funding Programs – 2021 Call for Projects Programming Recommendations	M2 Project O, M2 Project P
5/24/21	LCTOP Recommendations for Fiscal Year 2020-21 and Prior Year Funds	LCTOP
6/14/21	Programming Recommendations for CRRSAA and Mid-Cycle State Transportation Improvement Program	CRRSAA
6/14/21	Federal Transit Administration Program of Projects for Federal Fiscal Year 2020-21, Federal CRRSAA and ARPA Transit Funding	FTA 5307, FTA 5310, FTA 5337, FTA 5339, CRRSAA, ARPA

Acronyms:

ARPA – American Rescue Plan Act of 2021

CMAQ – Congestion Mitigation and Air Quality Improvement Program

CRRSAA – Coronavirus, Response and Relief Supplemental Appropriations Act of 2021

FTA 5307 – Federal Transit Administration Section 5307 Urbanized Area Formula

FTA 5310 – Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

FTA 5337 – Federal Transit Administration Section 5337 State of Good Repair

FTA 5339 – Federal Transit Administration Section 5339 Bus and Bus Facilities

HIP – Highway Infrastructure Program

LCTOP – Low Carbon Transit Operations Program

LPP-C – Local Partnership Program – Competitive

M2 – Measure M2

STBG – Surface Transportation Block Grant

TCEP – Trade Corridors Enhancement Program