

AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Annual Public Hearing**
 - A. Overview of Taxpayer Oversight Committee
 - B. Review of the 2018 Taxpayer Oversight Committee Actions
 - C. Annual Eligibility Review Subcommittee Report
 - D. Audit Subcommittee Report
 - E. Public Comments*
 - F. Adjournment of Public Hearing
- 4. Approval of Minutes/Attendance Report for April 9, 2019**
- 5. Action Items**
 - A. Measure M2 Annual Eligibility Review Subcommittee Recommendations for Fiscal Year 2017-18 Expenditure Reports
Matt McGuinness, Annual Eligibility Review Subcommittee
 - B. 2019 Measure M Annual Hearing Follow-Up and Compliance Findings
Matt McGuinness, Annual Eligibility Review Subcommittee
- 6. Presentation Items**
 - A. Measure M2 Quarterly Progress Report – First Quarter
Tamara Warren, Measure M Program Manager
- 7. Selection of Co-Chair**
- 8. Subcommittee Selection**
- 9. OCTA Staff Updates**
 - A. I-405 Update – Christina Byrne, Department Manager, Public Outreach
 - B. I-5 (73 to El Toro Road) Update – Christina Byrne, Department Manager, Public Outreach
 - C. Staff Liaison Update – Alice Rogan, Director, Marketing & Public Outreach
- 10. Committee Member Reports**
- 11. Public Comments***
- 12. Adjournment**

The next meeting will be held on August 13, 2019 at 5pm

*Public Comments: At this time, members of the public may address the Taxpayer Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per person, unless different time limits are set by the Chairman, subject to the approval of the TOC.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

INFORMATION ITEMS

Staff Report Title	Board Meeting Date
1. Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations	June 10, 2019
2. Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019	June 10, 2019

*Public Comments: At this time, members of the public may address the Taxpayers Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to five (5) minutes per person and 20 minutes for all comments, unless different time limits are set by the Chairman, subject to the approval of the TOC.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Measure M Taxpayer Oversight Committee
Orange County Transportation Authority
550 S. Main Street, Orange CA, Room 07
April 9, 2019 @ 5:00 p.m.

MEETING MINUTES

Committee Members Present:

Richie Kerwin Lim, First District Representative
Dale Soeffner, First District Representative
Mark Kizzar, Second District Representative
Larry Tekler, Second District Representative
Eugene Fields, Third District Representative, Co-Chairman
Dr. Ronald Randolph, Third District Representative
Larry Lang, Fourth District Representative
Jeffery Kaplan, Fifth District Representative

Committee Member(s) Absent:

Eric Woolery, Orange County Auditor-Controller, Co-Chairman
Matt McGuinness, Fifth District Representative

Orange County Transportation Authority Staff Present:

Joseph Alcock, Section Manager, Local Programs
Jim Beil, Executive Director, Capital Programs
Christine Byrne, Department Manager, Public Outreach
Jared Hill, Community Relations Specialist
Sean Murdock, Director, Finance and Administration
Alice Rogan, Director, Marketing & Public Outreach
Tamara Warren, Measure M Program Manager

Via Conference Call:

Catherine Brady, Partner, Sjoberg Evenshenk
Lien Luu, Director, Sjoberg Evenshenk

1. Welcome

Co-Chair Eugene Fields welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting.

2. Pledge of Allegiance

Dr. Ronald Randolph led the Pledge of Allegiance to the Flag.

3. Approval of the Minutes/Attendance Report for February 12, 2019

Co-Chairman Eugene Fields asked if there are any corrections to the Minutes/Attendance Report for February 12, 2019. A motion was made by Richie Lim, seconded by Dr. Ronald Randolph, and carried unanimously to approve the February 12, 2019 TOC Minutes and the Attendance Report.

4. Presentation Items

A. OC Streetcar Update

Jim Beil provided an update on the OC Streetcar project. Utility relocation work is still underway and expected to be done by August 2019. Jim talked about permits for building a bridge over the Santa Ana River. He also said OCTA issued a Notice to Proceed for Construction (NTPC) on March 4, 2019 to Walsh Construction.

Jim said the estimated revenue service date (RSD) is now February 2, 2022. He said this revised RSD is approximately five months later than the RSD that was provided to the Board in July 2018 due to delays from The Federal Highway Administration (FHWA) on the Full-Funding Grant Agreement. Jim also talked about the vehicle manufacturing and delivery. He said OCTA should have a test vehicle by the end of 2020.

Jim talked about public outreach. He said OCTA is taking the lead on informing the community residents about the utility work. OCTA is reaching out to the businesses. Jim concluded his presentation by talking about the successful steps OCTA had taken with California Public Utilities Commission (CPUC) regarding grade crossings/safety requirements and the contract for Operation and Maintenance (O&M) of the OC Streetcar system.

The committee asked if there is an incentive for the contractor to finish earlier and asked about liquidated damages. Jim Beil said there are associated liquidated damages if they miss key milestones because OCTA would have to delay delivery of the vehicles. There would be nowhere for the vehicles to be stored and some other soft costs associated with this delay. Jim said OCTA will be doing everything possible to help Walsh Construction meet the schedule.

The TOC asked if there was any “leading edge” technology to the vehicles. Jim Biel said the components/control systems in the cab are leading edge. OCTA is requesting variances on rearview mirrors and got approval to use rear-facing cameras with monitors for the drivers. The committee members asked about overall reliability of the vehicles. Jim Beil said the S-70 is a very proven vehicle used all over the United States and is typically used in light rail systems. He said OCTA is very confident in the vehicles and they are manufactured in Sacramento, CA.

The TOC asked about the overall cost of the project. Jim Beil said the overall OC Streetcar cost, as included in the FFGA, remains at \$407.7 million.

This includes a 10.2 percent overall contingency. The construction alone is \$220.5 million. The committee asked why the cost of the project has risen from the original cost. Jim said there are several reasons for the additional costs, but mainly the delay in the original project schedule caused construction costs to increase quite significantly. He said OCTA is looking at how these escalating costs will affect future projects, but these increases are on par with what OCTA is seeing on all construction projects across the board.

The committee asked about safety concerns, coordination with traffic signals, impacts on regular traffic. Jim Beil talked about how the vehicles will move in the corridor, stopping at signals and stop signs. He said the City of Santa Ana will give some priority to the streetcar at traffic signals. The vehicles will have a driver operating the vehicle at all times. The committee asked if there is any remote monitoring of the vehicle for speed, etc. Jim said yes, the vehicles will be remotely monitored and OCTA is refining how exactly this will work. He said there will be remote access to electrical components, circuitry, and power along with GPS detection, so dispatch knows exactly where they are and how long it will take for the vehicle to get to its next destination.

The committee asked about the Willowick Project. Jim Beil said OCTA is waiting to hear from the cities to finalize what will happen with the Willowick Golf Course. He said OCTA has included a future stop there, but at this point OCTA does not know where it will be located.

The TOC asked about who is responsible for the safety of the riders. Jim Beil said OCTA contracts with the Orange County Sheriff's Department for Transit Police Services. OCTA will amend their contract to include security on the streetcar vehicles and at the stops. Jim said the local police departments will also be monitoring the stops as part of their normal duties.

The TOC asked when the O&M contractor would be procured. Jim Beil said OCTA staff anticipates going to the OCTA Board with a recommendation for the O&M contract in early 2020 so that they can be onboard for the systems testing.

The committee asked about the streetcar fares and the operating costs/deficit. Jim Beil said the fare will be the same rates as the bus. He said the operating costs will be about \$5-\$8 million annually, with the City of Santa Ana providing 10 percent net farebox return annually to OCTA and the City of Garden Grove providing a set dollar amount each year.

The TOC asked about what benchmark can be used to compare this system. Jim Beil said it is a difficult to benchmark, because each streetcar system has its differences. He said there are similar streetcars in Tucson, Kansas City and Cincinnati. The committee asked how OCTA's system can be benchmarked.

Jim said OCTA has done many studies and knows how the streetcar should measure up and will use systems like Tucson for benchmarking.

The committee asked about WIFI on the streetcars. Alice Rogan said that is yes to be determined.

The TOC asked how many projects Project S initially envisioned and if there is a weak demand for these projects which could cause funds to return to Measure M for reallocation. Jim Biel said he believes there will be a strong demand for this type of service. He said this was the first call for projects and money was allotted to this project and a project in the City of Anaheim along the Harbor Boulevard corridor. The City of Anaheim council voted to shelf their project at this point. Jim said once this project is up and running there will be more interest by other cities. He said OCTA hears from elected officials wanting to know when more streetcar projects will be available for bid. Alice Rogan said OCTA recently completed a Transit Master Plan which located opportunity corridors for high capacity transit. She said OCTA is now studying the Bristol Corridor which could potentially identify streetcar as a good option. Alice said OCTA is hearing from the public high capacity systems are in demand.

B. Measure M2 Performance Assessment

Tamara Warren shared that Ordinance No. 3 includes a number of safeguards and one of the safeguards is for OCTA to conduct an M2 Performance Assessment every three years. This is OCTA's fourth M2 Performance Assessment and it looks at the efficiency, effectiveness, economy, and program results of OCTA in delivering Measure M2. OCTA contracted with Sjoberg Evenshenk to assess the period from July 1, 2015 through June 30, 2018. Tamara introduced Catherine Brady and Lien Luu with Sjoberg Evenshenk who provided a presentation on the assessment.

Catherine Brady provided background on the Measure M2 Performance Assessment. Catherine said Sjoberg Evenshenk found that overall OCTA is managing the program very well with no major issues noted, just some minor recommendations for refinements to enhance the program. She said OCTA employs many leading practices and is one of the top performers when compared to other similar entities. She stated that M2 Program Goals were being met, and one recommendation for enhancement suggested is to regularly track progress against the six Measure M2 goals that were listed on the voter ballot. Catherine shared that OCTA has a strong program management office where strong practices are in place and employs more robust tracking than other agencies. Another recommendation for enhancement was that OCTA further strengthen staff cyber security training. Catherine listed the many accomplishments of Measure M2. She said Sjoberg Evenshenk focused on the delivery of projects and found good controls in place to monitor budgets and schedules with overall

solid practices. Another recommendation is for OCTA to more quantitatively gather additional information on M2 accomplishments, because so much has been done. She felt that OCTA has strong tracking practices of the ordinance requirements which are well beyond peers. Catherine said with regards to good fiscal practices, this is the first time Sjoberg Evenshenk does not have any recommendations – OCTA is doing fantastic in this area. She said when it comes to transparencies and accountability OCTA is doing very well and public perception is positive. She indicated that this area also included a review of the TOC and it was found to be working properly as outlined in the Ordinance. Sjoberg Evenshenk made two recommendations in this area 1) promote OC Go/M2 on social media and 2) make TOC members' bios available online. Catherine ended saying overall, OCTA is performing extremely well as compared to peers.

Tamara Warren said staff will track the progress on implementing the recommendations and report to the OCTA Board on progress with a goal of completing all by the end of the calendar year. She said that at each new assessment, the consultant looks back to see how OCTA responded to the recommendations from the previous one as well as how OCTA is currently doing.

The TOC asked if staff is in support of all the recommendations or are there problems with some of them. Tamara Warren said the recommendations are all solid, but some will be a bit of a challenge. She said, for example, quantifying congestion relief will be difficult because of the external factors that come into play. If the price of gas goes up, people drive less – does that mean that OCTA is doing a great job? The committee asked if additional tracking could be a burden on the one percent administrative cap and does OCTA have the financial ability to do additional tracking. Tamara said some of the tracking is outside of OCTA's control and OCTA will only fulfill the recommendations if they are financially reasonable.

The TOC said the first recommendation is excellent – it makes OCTA more like a private business that focuses on their customer and is goal oriented. Those measures are in place and need to be presented better and frequently. Tamara Warren said there were six Measure M2 Goals on the ballot and Sjoberg Evenshenk suggested highlighting what OCTA has done in each of these areas. OCTA can certainly add this to Measure M2 Quarterly and /or Annul Reports. She said we will figure out the best place to highlight this information.

The committee said OCTA really does a great job of managing our tax dollars. One of the committee members liked the recommendation on enhancing in M2 in social media because looking at OCTA's Twitter account, it could use more engaging content. The committee asked if OCTA has someone that does social media for OCTA. Alice Rogan said yes. The committee agreed OCTA's social media needs some improvement. Alice said we are improving some of the links on social media. Tamara Warren said we are also in the middle of transforming

the Measure M website to be a little leaner/cleaner and will look for ways to show the accomplishments to date as recommended by the consultant.

The committee asked for some help finding the study results with the public perception of OCTA – most people probably think OCTA is only involved with buses. Alice Rogan said OCTA has a high awareness and much of that is due to the buses, however, Alice said the last time we measured Measure M awareness versus OC Go, OC Go was doing well considering how recent it was introduced.

C. Project V Update

Joseph Alcock provided an update on Measure M2 Project V services. He stated that Project V is a competitive program that provides Community-Based Transit Circulator Service to eligible local agencies; and noted that to date 29 projects have been awarded \$43.3 million for capital and operating expenditures with 1.82 million boardings identified. Ridership on Project V services is reported to OCTA on a quarterly basis and must meet minimum standards. Joseph shared how each of the services is performing and indicated that Seasonal/Special Event services seem to be the most successful services at this time.

He also mentioned that some of the fixed-route services are under performing. In the cities of Huntington Beach and Mission Viejo, performance goals have not been achieved and OCTA has issued cancellation letters to both agencies. Joseph stated that the City of Mission Viejo (City) is not ready to cancel the service in their area and indicated that OCTA is working with the City; and a recommendation will go to the OCTA Board later this year. Joseph further stated that services in the Cities of Laguna Beach and La Habra are currently trending down as well. However, he noted that both cities are evaluating potential adjustments to try to meet Project V minimum standards. He said in the City of San Clemente, they are operating on-demand service, and staff is currently evaluating alternative minimum performance standards for this type of service.

The committee asked for clarification on the different standard being evaluated for the City of San Clemente's on-demand service. Joseph Alcock said that when calculating the effectiveness of the on-demand service type, it is not appropriate to use the boardings per revenue vehicle metric specified in the Measure M2 Comprehensive Transportation Funding Guidelines, given that this is more of a bus/trolley/transit service evaluation metric. The committee also asked if there is a trend towards cities now using on-demand providers. They suggested that on-demand service is a good model for OCTA to support because OCTA does not have to fund capital vehicle purchases; and it is also a good solution for the first/last mile challenges currently experienced by transit riders. Joseph stated staff has heard interest from other cities in the County and noted that this may become an emerging trend in future calls for projects.

5. OCTA Staff Updates

- A. Local Agency Expenditure Reports Status – Sean Murdock said each local jurisdiction is required to submit a Measure M2 Expenditure report in order to be eligible for Measure M2 funds. Each year, some cities are selected for an audit. The last meeting of the TOC AER Subcommittee did not meet quorum, so they were not able to go through the expenditure report. The subcommittee will reschedule this meeting for May 14. He said some of the findings are significant enough that staff will most likely present them to the OCTA Board to resolve a few of them. Sean said the AER Subcommittee will provide direction on how these findings will be addressed. He said it will also go to the Audit Subcommittee on May 21.

The TOC asked if this is the reason the TOC Annual Hearing was postponed. Alice Rogan said there is such little time to gather all the information needed for the Annual Hearing and this certainly was one of the reasons. She said we will most likely have the Annual Hearing in June.

The committee asked if there had been problems with the findings in the past. Sean Murdock said there are always some findings, but this year a few could have more significant outcomes. The TOC asked for some specifics. Sean said all he can say is there are some defective Maintenance of Efforts (MOEs).

- B. Measure M2 Bond Issuance Update – Sean Murdock filled in for Andrew Oftelie on this item. He said in February OCTA closed the Measure M2 Bond Issuance. OCTA issued \$443.5 million in Measure M2-backed bonds. \$400 million of that is to advance the I-405 Project. \$43.5 million goes towards refunding 2010 Series-A Bonds. Sean said OCTA received a 3.14 percent interest rate which is the lowest rate ever for Measure M2-backed bonds. Finch and SMP rated them AA+. He said OCTA saved \$2.6 million on refunding the 2010 Series-A Bonds. Sean said, in next steps, OCTA will go back most likely in 2021 for \$500 million in Measure M2-backed bonds. Sean said with the \$400 million it was structured so that OCTA can take pay downs based on our anticipated cash flow and still earn about \$3.01 percent on the proceeds. He said the guaranteed investment contract was wrapped up on March 10.

The committee asked why OCTA did not lock in the entire \$900 million. Sean Murdock said the primary reason is there is a spend-out requirement on these funds, meaning OCTA would have to spend the entire \$900 million within a certain time to be tax-exempt. He said OCTA was not comfortable that \$900 million could be spent in that timeframe.

The TOC asked if the rate on the municipal bonds were lower than expected. Sean Murdock said yes, prior to OCTA going to New York the rates were in the 3.8 percent range. He said OCTA/Measure M is not in the market very often, the last time was 2010, but we have high quality paper and that helped.

The committee asked about the TIFIA Loan being backed by Measure M2 and whether there is a violation of the Measure M2 Ordinance since the TIFIA Loans are for the toll lanes. Sean Murdock said it is not a violation. Tamara Warren pointed out that Measure M2 benefited from the TIFIA Loan. Sean said there was savings to Measure M2. The committee asked if there was an issue of insubordination. Sean said TIFIA would be subordinate to the bond holders.

- C. I-405 Update – Christina Byrne reported OCTA has begun the falsework on Slater Avenue and there have been a series of one direction closures on the I-405 to do that work. She said pile driving is starting this week on the Magnolia and Goldenwest bridges. The partial demolition of Bolsa and Westminster Boulevard is scheduled for late April/early May. There is an over-hang being built over the Santa Ana River in the spring. She said the first soundwalls are being built in Westminster. Christina said the I-405 Project mobile application has been launched.

The committee asked if staff monitors comments about the project on social media that is not linked to OCTA's social media accounts – specifically a group in the Huntington Beach Community. Christina Byrne said OCTA tries to monitor that information, but it is very difficult. She asked committee members to send her the names of the groups, so OCTA can provide information. The committee said there is a Facebook account called West Garden Grove. Christina said she could send the committee files to be posted on the sites.

- D. Staff Liaison Update – Alice Rogan reported that recruitment is underway for TOC members who live in the first, third, fourth and fifth supervisorial districts. She said Eugene, Richie, Matt and Stanley's terms are expiring and June will be their last meeting. She said OCTA is not receiving many applications from the first and third districts, so please encourage people to apply.

Alice Rogan said the next meeting of the TOC will be the Annual Public Hearing on June 11 at 6 p.m. The committee asked what is being done to encourage diversity on the committee. Alice Rogan said OCTA puts information in the Women in Transportation Seminar blogs, public information offices, and trade publications and ask the specific supervisorial districts to push the information out as well as on social media. She said the rest is up to the Grand Jurors Association (GJAOC) of Orange County – OCTA has no jurisdiction over who they pick as the finalists. He said when he talked to others about his commitment to the TOC, they always ask how much he is getting paid. It's tough for people to give up time without being paid. Alice said the very first TOC had the discussion related to stipends and the outcome was TOC members should not take a stipend from the agency they are overseeing. She said this discussion has come up several times over the years. Alice reminded the committee that the Measure M2 Ordinance dictates that OCTA uses the GJAOC as a separate entity to conduct the recruitment. She said she would take the need for diversity as feedback to the GJAOC.

7. Annual Eligibility Review Subcommittee Report

There was no AER Subcommittee Report.

8. Audit Subcommittee Report

Richie Lim said the next Audit Subcommittee meeting will be on May 21 and we will be reviewing the city audits.

9. Environmental Oversight Committee (EOC) Report

Eugene Fields there has not been a meeting since the last TOC meeting. The EOC will meet in June to review the Annual Report of the Conservation Plan.

10. Committee Member/Staff Reports

Eugene Fields reported that he recently visited Washington DC. He was amazed at the amount of bike rentals, scooter rentals and not much other transportation. He said today he visited the City of Compton where the streets were in decay. He now remembers how thankful he is to live in Orange County and is grateful for what OCTA does.

11. Public Comments

There were no public comments.

12. Adjournment

The Measure M Taxpayer Oversight Committee meeting adjourned at 6:58 p.m. The next meeting will be the Measure M2 Annual Hearing on June 11, 2019 at **6p.m.**

Taxpayer Oversight Committee
Fiscal Year 2018-2019
Attendance Record

X = Present

E = Excused Absence

* = Absence Pending Approval

U = Unexcused Absence

-- = Resigned

Meeting Date	10-Jul	14-Aug	11-Sep	9-Oct	13-Nov	11-Dec Cancelled	8-Jan	12-Feb	12-Mar	9-Apr	14-May	11-Jun
Stanley F. Counts		X		--				--		--		
Eugene Fields		X		X				X		X		
Jeffery Kaplan		X		X				X		X		
Richie Kerwin Lim		X		X				X		X		
Mark Kizzar		X		U				X		X		
Larry Lang		X		X				X		X		
Andrew Lesko		X		X				--		--		
Ronald T. Randolph								X		X		
Matt McGuinness		X		X				X		U		
Dale Soeffner		X		U				X		X		
Larry Tekler		X		X				X		X		

Absences Pending Approval

Meeting Date

Name

Reason

Action Items



June 11, 2019

To: Taxpayer Oversight Committee

From: Orange County Transportation Authority Staff

Subject: Measure M2 Annual Eligibility Review Subcommittee Recommendations for Fiscal Year 2017-18 Expenditure Reports

Overview

The Measure M2 Ordinance requires that all local agencies annually satisfy eligibility requirements in order to receive Measure M2 net revenues. The Annual Eligibility Review Subcommittee has convened and completed its review process for fiscal year 2017-18 expenditure reports and its findings and recommendations are presented for Taxpayer Oversight Committee receipt and review.

Recommendations

Affirm that the Taxpayer Oversight Committee has received and reviewed fiscal year 2017-18 expenditure reports from all currently eligible Orange County local agencies.

Background

According to the Measure M2 (M2) Ordinance, the Taxpayer Oversight Committee (TOC) is responsible for receiving and reviewing several components of each local agencies' M2 Eligibility Submittals. These include the Congestion Management Program, Mitigation Fee Programs, Expenditure Reports, Local Signal Synchronization Plans, and Pavement Management Plans. The eligibility component currently due is the fiscal year (FY) 2017-18 Expenditure Reports. Consistent with M2 Eligibility Guidelines, local agencies are required to submit M2 annual expenditure reports within six months of the close of the FY. Local jurisdictions are required to report on the usage of M2 funds, developer/traffic impact fees, and funds expended to satisfy M2 Maintenance of Effort (MOE) requirements. The TOC relies on the Annual Eligibility Review (AER) Subcommittee to review expenditure reports (in addition to other eligibility components). The AER Subcommittee has completed its review for this FY and key findings are discussed below.

Discussion

At the May 14, 2019 AER Subcommittee meeting, Orange County Transportation Authority (OCTA) staff provided a detailed overview of the technical review of all 35 local agencies' expenditure reports (Attachment A). The presentation focused upon two key items.

First, the AER Subcommittee was informed that the OCTA Board of Directors (Board) had found the cities of Stanton and Santa Ana ineligible to receive net M2 revenues due to an audit finding for MOE. Therefore, AER Subcommittee review of these cities' expenditure reports was not necessary.

Second, the AER Subcommittee reviewed and confirmed that all other currently eligible Orange County local agencies had submitted appropriate documentation in order to satisfy M2 eligibility expenditure report requirements. It was noted that the audit also included findings for the cities of Dana Point, La Habra, and San Clemente. As such, the AER Subcommittee recommended that the TOC Audit Subcommittee re-audit these cities in the next FY. Subsequently, at the May 21, 2019 meeting of the Audit Subcommittee, it was agreed that both the Local Fair Share and Senior Mobility Programs for each of these respective cities would be recommended for audits during the next FY.

The AER Subcommittee also requested that staff issue a letter communicating its appreciation to the City of Rancho Santa Margarita (City) for heeding its direction from the previous year and increasing its MOE expenditure reporting above the minimum benchmark. Subcommittee members also commented that making changes like those pursued by the City are critical given the MOE/eligibility challenges currently being experienced by the cities of Santa Ana and Stanton.

Next Steps

OCTA staff will present the TOC eligibility findings to the OCTA Regional Planning and Highways Committee and Board in July for a final finding of eligibility for the 33 currently eligible Orange County local agencies to receive net M2 revenues for FY 2018-19. OCTA staff will also inform the Board of the TOC's request to communicate with the City of Rancho Santa Margarita its appreciation, and upon Board input issue the correspondence as appropriate.

Summary

The AER Subcommittee has completed its review of FY 2017-18 M2 Expenditure Reports and offers its findings for TOC review and consideration.

Attachment

- A. FY 2018-19 Measure M2 Eligibility Review of FY 2017-18 Expenditure Reports Summary

**FY 2018-19 Measure M2 Eligibility Review
of FY 2017-18 Expenditure Reports Summary**

Local Jurisdiction	Expenditure Report Received by Deadline	Resolution Received by Deadline	MOE Reported	Compliant
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park	Yes	Yes	Yes	Yes
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange	Yes	Yes	N/A	Yes
Cypress	Yes	Yes	Yes	Yes
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach	Yes	Yes	Yes	Yes
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange	Yes	Yes	Yes	Yes
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	N/A	N/A	N/A	N/A
Seal Beach	Yes	Yes	Yes	Yes
Stanton	N/A	N/A	N/A	N/A
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

FY - Fiscal Year

MOE - Maintenance of Effort



May 6, 2019

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Eligibility for the City of Stanton

A handwritten signature in blue ink that reads "Darrell E. Johnson".

Overview

The Orange County Transportation Authority's Internal Auditor recently prepared an audit of the City of Stanton for fiscal year 2017-18. The audit concluded that the City of Stanton did not expend sufficient discretionary funds on streets and road purposes to meet the Measure M2 Ordinance maintenance of effort requirement. Based on this information, recommendations are presented related to compliance with the Measure M2 Ordinance.

Recommendations

- A. Find the City of Stanton ineligible to receive net Measure M2 revenues.
- B. Suspend payments to the City of Stanton of net Measure M2 revenues until the City of Stanton can demonstrate compliance with Measure M2 eligibility requirements and the Board of Directors acts to find the City of Stanton an "eligible agency."
- C. Authorize the Chief Executive Officer to execute Amendment No. 5 to Contract No. C-5-3564 with Vavrinek, Trine, Day and Company, LLP to revise the scope of work, add an additional task to apply agreed-upon procedures to assess compliance with maintenance of effort expenditure requirements, extend the agreement through June 30, 2020, and authorize staff to deduct fiscal year 2018-19 audit costs from any future net Measure M2 payments to the City of Stanton.
- D. Increase the City of Stanton's maintenance of effort requirement for fiscal year 2018-19 by the amount of expenditures that were not met as identified in the fiscal year 2017-18 audit.
- E. Authorize the Chief Executive Officer to negotiate and execute a settlement agreement with the City of Stanton to correct and remedy the fiscal year 2017-18 audit issues.

Background

The Measure M2 (M2) Ordinance outlines eligibility requirements that each local agency must continually satisfy to receive net revenues from the M2 Program, including local fair share, the Senior Mobility Program, and awards through competitive programs. One of the requirements is that a local agency must continue to invest a certain level of discretionary revenues, such as general funds that support street and road activities, to be deemed eligible for any M2 funding. This requirement is rooted in the California Public Utilities Code (PUC) 180001 that enables local transportation authorities to seek voter approval for sales tax measures. The PUC states the intent of the legislature is that funds generated through a sales tax ordinance “shall supplement existing local revenues used for public transportation purposes and that local governments maintain their existing commitment of local funds for transportation purposes” (PUC 180200).

In the eligibility process, this requirement is referred to as the maintenance of effort (MOE) requirement and was also included in the original Measure M Program. Each jurisdiction is required to maintain a minimum level of local streets and roads discretionary expenditures. The minimum level was based on the average of general fund expenditures for local street maintenance and construction over the period of fiscal year (FY) 1985-86 through FY 1989-90. M2 used a similar benchmark and requires the amount to be adjusted for inflation every three years commensurate with overall growth of the local agency's general fund revenues.

The local agency demonstrates its commitment to comply with the required MOE through budgeting the appropriate level of discretionary funding as part of the local agency budget process and providing the Orange County Transportation Authority (OCTA) with an expenditure report to validate the commitment at the end of the budget year.

In the 29 years of combined experience of administering the original Measure M and now M2 programs, OCTA has never had an instance in which it had to find a local jurisdiction ineligible to receive net Measure M revenues due to failure to meet the MOE requirement.

The OCTA Board of Directors (Board) makes a determination of eligibility annually based on the information that is provided by each jurisdiction and with support from the Taxpayer Oversight Committee (TOC), which is also charged with reviewing certain submittals. Following the annual eligibility cycle, the TOC directs the internal auditor to carry out audits to confirm that funds have been

spent in accordance with the M2 Ordinance and that each jurisdiction had sufficient expenditures to meet the previously self-certified MOE requirement. Every year, OCTA's Finance and Administration, Internal Audit, and Planning staff, as well as the TOC, have cautioned local agencies that budgeting at or just above the required MOE amount may put the agency's M2 funds at risk if they end up not meeting the requirement due to disallowed costs.

At the direction of the TOC, the OCTA Internal Auditor prepared an audit that was presented to the Board on April 8, 2019, which indicated that the City of Stanton (City) did not have sufficient expenditures for FY 2017-18 to meet its MOE requirement (Attachment A). This will impact the City's eligibility determination and the disbursement of net Measure M revenues to the City. It should be noted that the City has provided a response to the audit that is also included in Attachment A.

Discussion

In May 2017, the City provided the required MOE certification that stated it budgeted sufficient expenditures for FY 2017-18, consistent with the following requirement:

“The Authority shall not allocate any net revenues to any jurisdiction for any fiscal year until that jurisdiction has certified to the Authority that it has included in its budget for that fiscal year an amount of local discretionary funds for streets and roads purposes, at least equal to the level of its maintenance of effort requirement.”

The City met this MOE requirement based on the submittal and self-certification. The next submittal required from the City related to MOE and eligibility was the expenditure report, which was approved by the City Council through a resolution and submitted to OCTA on October 23, 2018. The City was required to spend \$245,103 using discretionary revenues toward streets and roads-related costs. According to the expenditure plan that was submitted, the City spent \$246,244 to meet this requirement.

However, the audit has determined that the City did not meet the MOE that was reported in its annual expenditure report for FY 2017-18 because several of the expenditures included do not qualify as satisfying MOE requirements (i.e., streets and roads purposes). After deducting these non-transportation expenditures, the City did not meet the MOE requirement for FY 2017-18. However, the City responded that an additional \$13,483 of general fund transportation-related expenditures could be counted toward the MOE requirement. The City also stated that another \$25,000 in transportation

expenditures in another fund could be transferred to the general fund. Alternatively, the City suggested overspending MOE in the future to make up for the underrun in FY 2017-18 MOE expenditures. On April 15, 2019, staff met with the City of Stanton to review the City's audit response, as well as any potential follow-up items. Based on the discussion at the meeting, staff believes the audit findings should remain unchanged.

Under this circumstance, the following M2 Ordinance requirement applies:

“A determination of non-eligibility of a jurisdiction shall be made only after a hearing has been conducted and a determination has been made by the Authority’s Board of Directors that the jurisdiction is not an eligible jurisdiction.”

Because the audit determined that the City did not meet the MOE requirement, and in order to be consistent with the requirements of the M2 Ordinance and comply with the intent of the authorizing state statute, it is recommended that the Board find the City ineligible to receive Measure M revenues. Specific recommendations include:

- Find the City ineligible to receive net M2 revenues;
- Suspend payments to the City of net M2 revenues;
- Deduct FY 2018-19 audit costs from any future net M2 payments to the City;
- Increase the City’s MOE requirement for FY 2018-19 by the amount of expenditures that were not met as identified in the FY 2017-18 audit; and
- Execute a settlement agreement with the City to correct and remedy the audit issues.

Based on these recommendations, net M2 payments would be suspended until such time that the City has re-established eligibility. These funds will be held in reserve for the City. The City will be required to demonstrate through a future OCTA audit of financial reports, (the audit would be paid for by the City), that it has met the MOE required for FY 2018-19, plus made up for the underrun in MOE expenditures from FY 2017-18. As the M2 Ordinance and eligibility guidelines do not include precise terms and conditions related to re-establishing eligibility, OCTA would execute an agreement with the City that further details specific requirements and timeframes. The City has indicated in its response to the audit, which is provided in Attachment A, that it is willing to work with OCTA on a remedy.

Summary

A recent audit indicated that the City of Stanton did not meet Measure M2 eligibility requirements. Recommendations are presented in response to the audit, consistent with the intent of the Measure M2 Ordinance.

Attachment

- A. Vavrinek, Trine, Day & Co., LLP, Certified Public Accounts, Independent Accountants' Report on Applying Agreed-Upon Procedures - City of Stanton

Prepared by:

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Approved by:

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



VAVRINEK, TRINE, DAY & CO., LLP
Certified Public Accountants

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**INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING
AGREED-UPON PROCEDURES — CITY OF STANTON**

Board of Directors
Orange County Local Transportation Authority
and the Taxpayers Oversight Committee of the
Orange County Local Transportation Authority

We have performed the procedures enumerated below, which were agreed to by the Taxpayers Oversight Committee of the Orange County Local Transportation Authority (OCLTA) (the specified party), on the City of Stanton's (City) compliance with certain provisions of the Measure M2 Local Transportation Ordinance (Ordinance) as of and for the fiscal year ended June 30, 2018. The City's management is responsible for compliance with the Ordinance and for its cash, revenue and expenditure records. The sufficiency of these procedures is solely the responsibility of the Taxpayers Oversight Committee of the OCLTA. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The procedures and associated findings were as follows:

1. We obtained the OCLTA Maintenance of Effort (MOE) Calculation Report and identified the required minimum amount to be spent on MOE expenditures by the City.

Findings: The City was required to spend \$245,213 in MOE expenditures during the fiscal year ended June 30, 2018. No exceptions were found as a result of this procedure.

2. We described which funds the City used to track all street and road expenditures and inquired how the City identifies MOE expenditures in its general ledger.

Findings: All MOE expenditures are tracked in the general ledger by fund, program, and activity. The City recorded its MOE expenditures in its General Fund (101) under the Street Maintenance Department. No exceptions were found as a result of this procedure.

3. We obtained the detail of MOE expenditures for the fiscal year ended June 30, 2018 and determined whether the City met the minimum MOE requirement. We agreed the total MOE expenditures to the amount reported on the City's Expenditure Report (Schedule 3, line 18), explaining any differences.

Findings: The City's MOE expenditures for the fiscal year ended June 30, 2018 were \$246,244 (see Schedule A), which exceeded the requirement. We agreed the total expenditures of \$246,244 to the amount reported on the City's Expenditure Report (Schedule 3, line 18), with no differences. No exceptions were found as a result of this procedure.

4. We selected a sample of MOE expenditures from the City's general ledger expenditure detail, and described the percentage of total expenditures selected for testing. For each item selected, we performed the following:
 - a. Agreed the dollar amount listed on the general ledger to supporting documentation, which may include a check copy or wire transfer, vendor invoice, payroll registers and timecards, journal voucher or other appropriate supporting documentation.
 - b. Verified that the expenditure was properly classified as a local street and road expenditure and is allowable per the Ordinance.

Findings: MOE expenditures tested totaled \$115,170, representing approximately 47% of total MOE expenditures for the fiscal year ended June 30, 2018. We identified five expenditures, totaling \$8,593 that were not properly classified as local street and road expenditures, nor were the costs allowable per the Ordinance. After removing the amounts from total MOE expenditures, the City did not meet the minimum MOE requirement.

5. We identified whether or not indirect costs were charged as MOE expenditures. If applicable, we compared indirect costs identified to the amount reported on the Eligible Jurisdiction's Expenditure Report (Schedule 3, line 1), explaining any differences. If applicable, we obtained detail of indirect costs charged, and selected a sample of charges for inspection. We inspected the supporting documentation for reasonableness and appropriate methodology.

Findings: Based on inspection of the Expenditure Report (Schedule 3, line 1), the City reported \$25,168 as indirect costs. Indirect MOE expenditures tested totaled \$12,584. No exceptions were found as a result of this procedure.

6. We obtained a listing of Measure M2 Local Fair Share payments made from OCLTA to the City and calculated the amount the City received for the past three fiscal years. We obtained the fund balance of the City's Measure M2 Local Fair Share Fund as of June 30, 2018, agreed to the balance as listed on the City's Expenditure Report (Schedule 1, line 20), and determined whether funds were expended within three years of receipt, explaining any differences.

Findings: The City received \$1,471,623 for the past three fiscal years ended June 30, 2016, 2017 and 2018. The remaining fund balance of these funds was as follows:

Allocation Year	Funding Source	Remaining Fund Balance
2017/2018	Local Fair Share (M2)	\$ 499,681
2016/2017	Local Fair Share (M2)	\$ 175,576

We agreed the fund balance of \$675,257 to the City's Expenditure Report (Schedule 1, line 20), with no differences. No exceptions were found as a result of this procedure.

7. We described which fund the City used to track expenditures relating to Measure M2 Local Fair Share monies in its general ledger and the amount spent during the fiscal year ended June 30, 2018. We agreed the total Local Fair Share expenditures per the general ledger to the amounts reflected on the City's Expenditure Report (Schedule 2, line 17, and detail listed at Schedule 4), explaining any differences.

Findings: The City's Measure M2 Local Fair Share expenditures are recorded in Fund 220, Measure M Fund. Total Measure M2 Local Fair Share expenditures per the general ledger during the fiscal year ended June 30, 2018 were \$1,279,188 (see Schedule A), which agrees to the City's Expenditure Report (Schedule 2 line 17, and detail listed at Schedule 4). No exceptions were found as a result of this procedure.

8. We obtained the City's Seven-Year Capital Improvement Program (CIP). We compared the projects listed on the City's Expenditure Report (Schedule 4) to the Seven-Year CIP, explaining any differences. We selected a sample of Measure M2 Local Fair Share expenditures from the City's general ledger expenditure detail, and described the percentage of total expenditures selected for testing. For each item selected, we performed the following:
 - a. Agreed the dollar amount listed on the general ledger to supporting documentation, which may include a check copy or wire transfer, vendor invoice, payroll registers and timecards, journal vouchers or other appropriate supporting documentation.
 - b. Verified that the expenditures selected in (a) above were related to projects included in the City's Seven-Year CIP and were properly classified as Measure M2 Local Fair Share projects.

Findings: Measure M2 Local Fair Share expenditures tested totaled \$1,020,348 representing approximately 80% of total Measure M2 Local Fair Share expenditures for the fiscal year ended June 30, 2018. No exceptions were found as a result of this procedure.

9. We identified whether or not indirect costs were charged as Measure M2 Local Fair Share expenditures. If applicable, we compared indirect costs identified to the amount reported on the Eligible Jurisdiction's Expenditure Report (Schedule 3, line 1), explaining any differences. If applicable, we selected a sample of charges, and described the dollar amount tested. We identified the amounts charged and inspected supporting documentation for reasonableness and appropriate methodology.

Findings: Based upon inspection of the general ledger detail, Expenditure Report (Schedule 3, Line 1), and discussion with the City's accounting personnel, no indirect costs were identified as Measure M2 Local Fair Share expenditures for the fiscal year ended June 30, 2018. No exceptions were found as a result of this procedure.

10. We obtained and inspected the City's interest allocation methodology and amount of interest allocated to the Measure M2 Local Fair Share Fund to ensure the proper amount of interest was credited. We agreed the amount reflected to the amount of interest listed on the City's Expenditure Report (Schedule 2, line 4), explaining any differences.

Findings: No exceptions were found as a result of this procedure.

11. We determined the City was found eligible by the TOC Eligibility Subcommittee.

Findings: We inspected the minutes of the TOC and verified that the TOC Eligibility Subcommittee found the City was eligible to receive Measure M2 Local Fair Share funds. No exceptions were found as a result of this procedure.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an audit or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the accounting records, any indirect cost allocation plans and compliance with the provisions of the Measure M2 Local Transportation Ordinance. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

At the request of OCLTA, the City's responses to certain findings are included in Exhibit 1. The responses are included for the purposes of additional information and were not subjected to the procedures described above. Accordingly, we did not perform any procedures on the City's responses and express no assurance or opinion on them.

This report is intended solely for the information and use of the Board of Directors of the Orange County Local Transportation Authority and the Taxpayers Oversight Committee and is not intended to be and should not be used by anyone other than those specified parties.

Vawneek, Taxis, Day & Co., LLP

Laguna Hills, California

March 12, 2019

SCHEDULE A

CITY OF STANTON, CALIFORNIA
Schedule of Measure M2 Local Fair Share Expenditures
Year Ended June 30, 2018
(Unaudited)

Maintenance of Effort (MOE) Expenditures:

Maintenance:

Other Street Purpose Maintenance - Schedule 3, line 15	\$ 221,076
Indirect and/or Overhead - Schedule 3, line 1	<u>25,168</u>
Total MOE Expenditures	<u><u>246,244</u></u>

Measure M2 Local Fair Share Expenditures (Schedule 4):

Rutledge & Palais Alley Improvement Project (Citywide Pavement Rehabilitation)	807,596
Western Ave. & Thunderbid Traffic Signal Project (Traffic Signal Improvements)	321,082
Maintenance - Various Street Repairs (Citywide Sluury Seal / Citywide Sidewalk Repair)	<u>150,510</u>
Total Measure M2 Local Fair Share Expenditures	<u>1,279,188</u>
Total MOE and Measure M2 Local Fair Share Expenditures	<u><u>\$ 1,525,432</u></u>

Note:

The above amounts were taken directly from the financial records of the City of Stanton and were not audited.



March 12, 2019

David J. Shawver
Mayor

Rigoberto A. Ramirez
Council Member

Carol Warren
Council Member

Gary Taylor
Council Member

Robert W. Hall
Interim City Manager

Board of Directors
Orange County Local Transportation Authority
and the Taxpayers Oversight Committee of the
Orange County Local Transportation Authority

The following response is being submitted to address results from the agreed upon procedures performed for the Measure M2 Local Transportation Ordinance for the City of Stanton as of and for the fiscal year ended June 30, 2018.

Procedure #4

We selected a sample of MOE expenditures from the City's general ledger expenditure detail, and described the percentage of total expenditures selected for testing. For each item selected, we performed the following:

- a. Agreed the dollar amount listed on the general ledger to supporting documentation, which may include a check copy or wire transfer, vendor invoice, payroll registers and timecards, journal voucher or other appropriate supporting documentation.
- b. Verified that the expenditure was properly classified as a local street and road expenditure and is allowable per the Ordinance.

Findings:

MOE expenditures tested totaled \$115,170, representing approximately 47% of total MOE expenditures for the fiscal year ended June 30, 2018. We identified five expenditures, totaling \$8,593 that were not properly classified as local street and road expenditures, nor were the costs allowable per the Ordinance. After removing the amounts from total MOE expenditures, the City did not meet the minimum MOE requirement.

City's Response:

The City has identified additional General Fund local street and road expenditures in the amount of \$13,482.89. These expenditures were not recorded as MOE expenditures; however we believe the identified expenditures qualify as local street and road-related, and the total exceeds the identified disallowed costs. We also have over \$25,000 in local street and road expenditures charged to a Lighting and Landscaping District Fund in excess of our shortage that could be transferred if necessary. Alternatively, the City would be willing to transfer from the General Fund or overspend our MOE next year. We are willing to do whatever it takes to be in compliance of our MOE requirement.

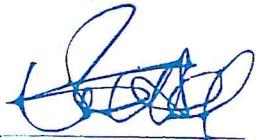
The City has already made revisions to internal controls to ensure that this situation will not occur again. Additional controls implemented include:

- a) An additional review to ensure all General Fund street maintenance-related expenditures are accurately classified.
- b) A mid-year review of expenditures charged to our Street Maintenance division.

- c) A year-end review to ensure that expenditures charged are appropriate and that the MOE has been met, with the back-up of re-allocating funds charged to our Lighting and Landscaping District Fund if our MOE has not been met.
- d) On top of the additional procedures, we will be budgeting a minimum of 10% cushion between the minimum MOE requirement and the City's local street and road expenditure budget.

As a result of the above internal control changes, we are confident that the City will meet the minimum MOE requirements in the future, and would be willing to comply with another audit next year or one in the next few years to verify that these controls protect against falling short of our MOE requirement.

Sincerely,



Title: Interim City Manager



Title: Assistant City Manager
(Director of Finance)



Title: Public Works Director



May 6, 2019

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Eligibility for the City of Santa Ana

A blue ink signature of Darrell E. Johnson's name.

Overview

The Orange County Transportation Authority's Internal Auditor recently prepared an audit of the City of Santa Ana for fiscal year 2017-18. The audit concluded that the City of Santa Ana did not expend sufficient discretionary funds on streets and road purposes to meet the Measure M2 Ordinance maintenance of effort requirement. Based on this information, recommendations are presented related to compliance with the Measure M2 Ordinance.

Recommendations

- A. Find the City of Santa Ana ineligible to receive net Measure M2 revenues.
- B. Suspend payments to the City of Santa Ana of net Measure M2 revenues until the City of Santa Ana can demonstrate compliance with Measure M2 eligibility requirements and the Board of Directors acts to find the City of Santa Ana an "eligible agency."
- C. Authorize the Chief Executive Officer to execute Amendment No. 5 to Contract No. C-5-3564 with Vavrinek, Trine, Day and Company, LLP to revise the scope of work, add an additional task to apply agreed-upon procedures to assess compliance with maintenance of effort expenditure requirements, extend the agreement through June 30, 2020, and authorize staff to deduct fiscal year 2018-19 audit costs from any future net Measure M2 payments to the City of Santa Ana.
- D. Increase the City of Santa Ana's maintenance of effort requirement for fiscal year 2018-19 by the amount of expenditures that were not met as identified in the fiscal year 2017-18 audit.
- E. Authorize the Chief Executive Officer to negotiate and execute a settlement agreement with the City of Santa Ana to correct and remedy the fiscal year 2017-18 audit issues.

Background

The Measure M2 (M2) Ordinance outlines eligibility requirements that each local agency must continually satisfy to receive net revenues from the M2 Program, including local fair share, the Senior Mobility Program, and awards through competitive programs. One of the requirements is that a local agency must continue to invest a certain level of discretionary revenues, such as general funds that support street and road activities, to be deemed eligible for any M2 funding. This requirement is rooted in the California Public Utilities Code (PUC) 180001 that enables local transportation authorities to seek voter approval for sales tax measures. The PUC states the intent of the legislature is that funds generated through a sales tax ordinance “shall supplement existing local revenues used for public transportation purposes and that local governments maintain their existing commitment of local funds for transportation purposes” (PUC 180200).

In the eligibility process, this requirement is referred to as the maintenance of effort (MOE) requirement and was also included in the original Measure M Program. Each jurisdiction is required to maintain a minimum level of local streets and roads discretionary expenditures. The minimum level was based on the average of general fund expenditures for local street maintenance and construction over the period of fiscal year (FY) 1985-86 through FY 1989-90. M2 used a similar benchmark and requires the amount to be adjusted for inflation every three years commensurate with overall growth of the local agency's general fund revenues.

The local agency demonstrates its commitment to comply with the required MOE through budgeting the appropriate level of discretionary funding as part of the local agency budget process and providing the Orange County Transportation Authority (OCTA) with an expenditure report to validate the commitment at the end of the budget year.

In the 29 years of combined experience of administering the original Measure M and now M2 programs, OCTA has never had an instance in which it had to find a local jurisdiction ineligible to receive net Measure M revenues due to failure to meet the MOE requirement.

The OCTA Board of Directors (Board) makes a determination of eligibility annually based on the information that is provided by each jurisdiction and with support from the Taxpayer Oversight Committee (TOC), which is also charged with reviewing certain submittals. Following the annual eligibility cycle, the TOC directs the internal auditor to carry out audits to confirm that funds have been spent in accordance with the M2 Ordinance and that each jurisdiction had sufficient expenditures to meet the previously self-certified MOE requirement.

Every year, OCTA's Finance and Administration, Internal Audit, and Planning staff, as well as the TOC, have cautioned local agencies that budgeting at or just above the required MOE amount may put the agency's M2 funds at risk if they end up not meeting the requirement due to disallowed costs.

At the direction of the TOC, the OCTA Internal Auditor prepared an audit that was presented to the Board on April 8, 2019, which indicated that the City of Santa Ana (City) did not have sufficient expenditures for FY 2017-18 to meet its MOE requirement (Attachment A). This will impact the City's eligibility determination and the disbursement of net Measure M revenues to the City. It should be noted that the City has provided a response to the audit that is also included in Attachment A.

Discussion

In June 2017, the City provided the required MOE certification that stated it budgeted sufficient expenditures for FY 2017-18, consistent with the following requirement:

“The Authority shall not allocate any net revenues to any jurisdiction for any fiscal year until that jurisdiction has certified to the Authority that it has included in its budget for that fiscal year an amount of local discretionary funds for streets and roads purposes, at least equal to the level of its maintenance of effort requirement.”

The City met this MOE requirement based on the submittal and self-certification. The next submittal required from the City related to MOE and eligibility was the expenditure report, which was submitted to OCTA on November 29, 2018, and was formally approved by the City Council through a resolution on December 18, 2018. The City was required to spend \$7,755,107 using discretionary revenues toward streets and roads-related costs. According to the expenditure plan that was submitted, the City spent \$8,207,411 to meet this requirement.

However, the audit could not verify the indirect cost methodology for ten transactions, totaling \$715,626, to confirm that those costs are eligible MOE expenditures. The City, in its response to the audit, agreed that it could not produce the original allocation methodology that is being applied and has indicated it will engage a third party to implement updated internal service charges. After deducting these unverifiable expenditures, the City did not meet the MOE requirement for FY 2017-18. The City responded that it has graffiti abatement charges, which were not submitted toward the MOE requirement, and believes they would be eligible to meet the MOE obligation. On April 15, 2019, staff met with the City to review the City's audit response, as well as any potential follow-up items. Based on the discussion at the meeting, staff believes the audit findings should remain unchanged.

Under this circumstance, the following M2 Ordinance requirement applies:

“A determination of non-eligibility of a jurisdiction shall be made only after a hearing has been conducted and a determination has been made by the Authority’s Board of Directors that the jurisdiction is not an eligible jurisdiction.”

Because the audit determined that the City did not provide sufficient verifiable expenditures in its expenditure report to meet the MOE requirement, and in order to be consistent with the requirements of the M2 Ordinance and comply with the intent of the authorizing state statute, it is recommended that the Board find the City ineligible to receive Measure M revenues. Specific recommendations include:

- Find the City ineligible to receive net M2 revenues;
- Suspend payments to the City of net M2 revenues;
- Deduct FY 2018-19 audit costs from any future net M2 payments to the City;
- Increase the City’s MOE requirement for FY 2018-19 by the amount that the City fell short in meeting the required MOE for FY 2017-18, as identified in the FY 2017-18 audit; and
- Execute a settlement agreement with the City to correct and remedy the audit issues.

Based on these recommendations, net M2 payments would be suspended until such time that the City has re-established eligibility. These funds will be held in reserve for the City. The City will be required to demonstrate through a future OCTA audit of financial reports, (the audit would be paid for by the City), that it has met the MOE required for FY 2018-19, plus made up for the underrun in MOE expenditures from FY 2017-18. As the M2 Ordinance and eligibility guidelines do not include precise terms and conditions related to re-establishing eligibility, OCTA would execute an agreement with the City that further details specific requirements and timeframes.

Summary

A recent audit indicated that the City of Santa Ana did not meet Measure M2 eligibility requirements. Recommendations are presented in response to the audit, consistent with the intent of the Measure M2 Ordinance.

Attachment

- A. Vavrinek, Trine, Day & Co., LLP, Certified Public Accounts, Independent Accountants' Report on Applying Agreed-Upon Procedures - City of Santa Ana

Prepared by:



Adriann Cardoso
Department Manager,
Capital Programming
(714) 560-5915

Approved b



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



VAVRINEK, TRINE, DAY & CO., LLP
Certified Public Accountants

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**INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING
AGREED-UPON PROCEDURES — CITY SANTA ANA**

Board of Directors
Orange County Local Transportation Authority
and the Taxpayers Oversight Committee of the
Orange County Local Transportation Authority

We have performed the procedures enumerated below, which were agreed to by the Taxpayers Oversight Committee of the Orange County Local Transportation Authority (OCLTA) (the specified party), on the City of Santa Ana's (City) compliance with certain provisions of the Measure M2 Local Transportation Ordinance (Ordinance) as of and for the fiscal year ended June 30, 2018. The City's management is responsible for compliance with the Ordinance and for its cash, revenue and expenditure records. The sufficiency of these procedures is solely the responsibility of the Taxpayers Oversight Committee of the OCLTA. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The procedures and associated findings were as follows:

1. We obtained the OCLTA Maintenance of Effort (MOE) Calculation Report and identified the required minimum amount to be spent on MOE expenditures by the City.

Findings: The City was required to spend \$7,755,107 in MOE expenditures during the fiscal year ended June 30, 2018. No exceptions were found as a result of this procedure.

2. We described which funds the City used to track all street and road expenditures and inquired how the City identifies MOE expenditures in its general ledger.

Findings: All MOE expenditures are tracked in the general ledger by fund, program, and activity. The City recorded its MOE expenditures in its General Fund under the Street Light Maintenance Accounting Unit (01117630), Roadway Markings/Signs Accounting Unit (01117625), Roadway Cleaning Accounting Unit (06817641), and Street Signs Accounting Unit (06817643). No exceptions were found as a result of this procedure.

3. We obtained the detail of MOE expenditures for the fiscal year ended June 30, 2018 and determined whether the City met the minimum MOE requirement. We agreed the total MOE expenditures to the amount reported on the City's Expenditure Report (Schedule 3, line 18), explaining any differences.

Findings: The City's MOE expenditures for the fiscal year ended June 30, 2018 were \$8,207,411 (see Schedule A), which exceeded the requirement. We agreed the total expenditures of \$8,207,411 to the amount reported on the City's Expenditure Report (Schedule 3, line 18) with no differences. No exceptions were found as a result of this procedure.

4. We selected a sample of MOE expenditures from the City's general ledger expenditure detail, and described the percentage of total expenditures selected for testing. For each item selected, we performed the following:
 - a. Agreed the dollar amount listed on the general ledger to supporting documentation, which may include a check copy or wire transfer, vendor invoice, payroll registers and timecards, journal voucher or other appropriate supporting documentation.
 - b. Verified that the expenditure was properly classified as a local street and road expenditure and is allowable per the Ordinance.

Findings: MOE expenditures tested totaled \$2,507,830, representing approximately 31% of total MOE expenditures for the fiscal year ended June 30, 2018. We were unable to verify the indirect cost methodology for 10 transactions totaling \$715,626. The City was unable to provide evidence of a documented allocation methodology to support the allocation of the charges. If MOE expenditures of \$715,626 were removed, the City would not meet the minimum MOE requirement.

5. We identified whether or not indirect costs were charged as MOE expenditures. If applicable, we compared indirect costs identified to the amount reported on the Eligible Jurisdiction's Expenditure Report (Schedule 3, line 1), explaining any differences. If applicable, we obtained detail of indirect costs charged, and selected a sample of charges for inspection. We inspected the supporting documentation for reasonableness and appropriate methodology.

Findings: Based on inspection of the Expenditure Report (Schedule 3, line 1), the City reported \$0 as indirect costs. However, per discussion with City's accounting personnel and inspection of the general ledger expenditure detail, we identified indirect costs charged as M2 expenditures in other lines of the City's Expenditure Report totaling \$1,546,764 for the fiscal year ending June 30, 2018. Indirect MOE expenditures tested totaled \$1,456,821. Similar to procedure 4 above, we were unable to verify the indirect cost methodology for 10 transactions totaling \$715,626. The City was unable to provide evidence of a documented allocation methodology to support the allocation of the charges. No other exceptions were found as a result of this procedure.

6. We obtained a listing of Measure M2 Local Fair Share payments made from OCLTA to the City and calculated the amount the City received for the past three fiscal years. We obtained the fund balance of the City's Measure M2 Local Fair Share Fund as of June 30, 2018, agreed to the balance as listed on the City's Expenditure Report (Schedule 1, line 20), and determined whether funds were expended within three years of receipt, explaining any differences.

Findings: The City received \$13,785,292 for the past three fiscal years ended June 30, 2016, 2017 and 2018. The remaining fund balance of these funds was as follows:

Allocation Year	Funding Source	Remaining Fund Balance
2017/2018	Local Fair Share (M2)	\$ 4,726,596
2016/2017	Local Fair Share (M2)	\$ 4,619,182
2015/2016	Local Fair Share (M2)	\$ 270,073

We agreed the fund balance of \$9,615,851 compared to the City's Expenditure Report (Schedule 1, line 20) of \$9,747,041, identifying a difference of \$131,190. No other exceptions were found as a result of this procedure.

7. We described which fund the City used to track expenditures relating to Measure M2 Local Fair Share monies in its general ledger and the amount spent during the fiscal year ended June 30, 2018. We agreed the total Local Fair Share expenditures per the general ledger to the amounts reflected on the City's Expenditure Report (Schedule 2, line 17, and detail listed at Schedule 4), explaining any differences.

Findings: The City's Measure M2 Local Fair Share expenditures are recorded in Fund 32, Measure M Fund. Total Measure M2 Local Fair Share expenditures per the general ledger during the fiscal year ended June 30, 2018 were \$6,578,954 (see Schedule A), which agreed to the City's Expenditure Report (Schedule 2 line 17, and detail listed at Schedule 4). No exceptions were found as a result of this procedure.

8. We obtained the City's Seven-Year Capital Improvement Program (CIP). We compared the projects listed on the City's Expenditure Report (Schedule 4) to the Seven-Year CIP, explaining any differences. We selected a sample of Measure M2 Local Fair Share expenditures from the City's general ledger expenditure detail, and described the percentage of total expenditures selected for testing. For each item selected, we performed the following:
 - a. Agreed the dollar amount listed on the general ledger to supporting documentation, which may include a check copy or wire transfer, vendor invoice, payroll registers and timecards, journal vouchers or other appropriate supporting documentation.
 - b. Verified that the expenditures selected in (a) above were related to projects included in the City's Seven-Year CIP and were properly classified as Measure M2 Local Fair Share projects.

Findings: Measure M2 Local Fair Share expenditures tested totaled \$4,723,797 representing approximately 72% of total Measure M2 Local Fair Share expenditures for the fiscal year ended June 30, 2018. No exceptions were found as a result of this procedure.

9. We identified whether or not indirect costs were charged as Measure M2 Local Fair Share expenditures. If applicable, we compared indirect costs identified to the amount reported on the Eligible Jurisdiction's Expenditure Report (Schedule 3, line 1), explaining any differences. If applicable, we selected a sample of charges, and described the dollar amount tested. We identified the amounts charged and inspected supporting documentation for reasonableness and appropriate methodology.

Findings: Based upon inspection of the general ledger detail, Expenditure Report (Schedule 3, Line 1), and discussion with the City's accounting personnel, \$571,578 of indirect costs were identified as Measure M2 Local Fair Share expenditures for the fiscal year ended June 30, 2018. M2 expenditures under Schedule 3, Line 1 tested totaled \$101,600. No exceptions were found as a result of this procedure.

10. We obtained and inspected the City's interest allocation methodology and amount of interest allocated to the Measure M2 Local Fair Share Fund to ensure the proper amount of interest was credited. We agreed the amount reflected to the amount of interest listed on the City's Expenditure Report (Schedule 2, line 4), explaining any differences.

Findings: No exceptions were found as a result of this procedure.

11. We determined the City was found eligible by the TOC Eligibility Subcommittee.

Findings: We inspected the minutes of the TOC and verified that the TOC Eligibility Subcommittee found the City was eligible to receive Measure M2 Local Fair Share funds. No exceptions were found as a result of this procedure.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an audit or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the accounting records, any indirect cost allocation plans and compliance with the provisions of the Measure M2 Local Transportation Ordinance. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

At the request of OCLTA, the City's responses to certain findings are included in Exhibit 1. The responses are included for the purposes of additional information and were not subjected to the procedures described above. Accordingly, we did not perform any procedures on the City's responses and express no assurance or opinion on them.

This report is intended solely for the information and use of the Board of Directors of the Orange County Local Transportation Authority and the Taxpayers Oversight Committee and is not intended to be and should not be used by anyone other than those specified parties.



Laguna Hills, California

March 13, 2019

SCHEDULE A

CITY OF SANTA ANA, CALIFORNIA
Schedule of Measure M2 Local Fair Share Expenditures
Year Ended June 30, 2018
(Unaudited)

Maintenance of Effort (MOE) Expenditures:

Maintenance:

Street Lights & Traffic Signals - Schedule 3, line 13	\$ 2,485,446
Other Street Purpose Maintenance - Schedule 3, line 15	<u>5,721,965</u>
Total MOE Expenditures	<u>8,207,411</u>

Measure M2 Local Fair Share Expenditures (Schedule 4):

Alley Improvement Program (FY 14/15 - 17/18)	299,095
Bike Lane Project Development (FY 14 & FY 18)	39,625
Bristol Street Corridor Traffic Synchronization	20,948
Bristol Street Protected Lane Edinger - 1st	21,686
Citywide Bike Racks and SARTC Bicycle Center	1,631
Crosswalk Upgrades - Phase II	1,409
Fairview St: Segerstrom to NCL (Arterial Street Preventative Maintenance)	724,941
First Street Bike Lane - Newhope to Harbor	25,629
Arterial Street Preventative Maintenance	489,726
Grand/Glassel/Kraemer Corridor Traffic Signal Synchronization	11,581
Harbor Boulevard Corridor Traffic Signal Synchronization	12,024
Heninger Elementary Safe Routes to School	41,243
Local Street Preventive Maintenance FY 17/18	1,048,554
Pavement Management (FY16-17 - 17/18)	307,293
Pedestrian Countdown and ADA Upgrade (Count Down Pedestrian Heads - Citywide)	(1,483)
Project Development FY 17/18	144,129
Right-of-Way Management FY17/18	91,849
Traffic Management Plans FY 16/17 - 17/18	28,307
Traffic Signal Modifications at 4 Intersections*	16,029
Warner Industrial Community Pavement Improvements	2,763,420
Warner Avenue Rehabilitation: WCL at Santa Ana River to Grand (Arterial Street Preventative Maintenance)	452,061
Westminster Avenue/17th Street Corridor Traffic Signal Synchronization	9,929
Westminster Avenue Rehabilitation: Clinton to Fairview	23,541
Westminster Avenue Rehabilitation: Harbor to Clinton	<u>5,787</u>
Total Measure M2 Local Fair Share Expenditures	<u>6,578,954</u>
Total MOE and Measure M2 Local Fair Share Expenditures	<u>\$ 14,786,365</u>

Note:

The above amounts were taken directly from the financial records of the City of Santa Ana and were not audited.

* This includes 4 separate CIP projects including

- 17th Street at English Street - Traffic Signal Modification
- Edinger Avenue at Sullivan Street - Traffic Signal Modification
- MacArthur Boulevard at Plaza Drive - Traffic Signal Modification
- Westminster Avenue at Clinton Street - Traffic Signal Modification

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Juan Villegas
COUNCILMEMBERS
Cecilia Iglesias
David Penalosa
Vacant
Vicente Sarmiento
Jose Solorio



ACTING CITY MANAGER
Steven A. Mendoza
CITY ATTORNEY
Sonia R. Carvalho
ACTING CLERK OF THE COUNCIL
Norma Mitre-Ramirez

EXHIBIT 1

CITY OF SANTA ANA

20 Civic Center Plaza • P.O. Box 1988
Santa Ana, California 92702
www.santa-ana.org

March 13, 2019

Vavrinek, Trine, Day & Co., LLP
25231 Paseo De Alicia, Suite 100
Laguna Hills, California 92653

The following response is being submitted to address results from the agreed upon procedures performed for the Measure M2 Local Transportation Ordinance for the City of Santa Ana as of and for the fiscal year ended June 30, 2018.

Procedure #4

We selected a sample of MOE expenditures from the City's general ledger expenditure detail, and described the percentage of total expenditures selected for testing. For each item selected, we performed the following:

- a. Agreed the dollar amount listed on the general ledger to supporting documentation, which may include a check copy or wire transfer, vendor invoice, payroll registers and timecards, journal voucher or other appropriate supporting documentation.
- b. Verified that the expenditure was properly classified as a local street and road expenditure and is allowable per the Ordinance.

Findings:

MOE expenditures tested totaled \$2,507,830, representing approximately 31% of total MOE expenditures for the fiscal year ended June 30, 2018. We were unable to verify the indirect cost methodology for 10 transactions totaling \$715,626. The City was unable to provide evidence of a documented allocation methodology to support the allocation of the charges. If MOE expenditures of \$715,626 were removed, the City would not meet the minimum MOE requirement.

City's Response:

The \$715,626 represents Internal Service Fund charges allocated to the Public Works Agency programs identified in the MOE Calculation Report. The allocation methodology was developed based on the City's review of services provided by each Internal Service Fund and associated costs. These charges have been adjusted incrementally each year to reflect changes in the total cost to provide services and approved by the City Council through the annual budget process. However, due to staff changes and records retention, the City is unable to locate supporting documentation for the initial allocation methodology. The City will be engaging a third party to develop and implement updated internal service charges.

SANTA ANA CITY COUNCIL

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Cecilia Iglesias
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Subsequent to filing the fiscal year 2017-18 MOE Calculation Report, the City became aware that expenditures related to its graffiti abatement program were erroneously excluded from the report. OCTA had previously confirmed that the graffiti abatement expenditures were eligible for MOE calculations. The total expenditures related to the graffiti abatement program for the fiscal year ended June 30, 2018 was \$1,161,335. The addition of the graffiti abatement expenditures would reflect the City's continued compliance in meeting and/or exceeding the minimum MOE requirements.

Procedure #5

We identified whether or not indirect costs were charged as MOE expenditures. If applicable, we compared indirect costs identified to the amount reported on the Eligible Jurisdiction's Expenditure Report (Schedule 3, line 1), explaining any differences. If applicable, we obtained detail of indirect costs charged, and selected a sample of charges for inspection. We inspected the supporting documentation for reasonableness and appropriate methodology.

Findings:

Based on inspection of the Expenditure Report (Schedule 3, line 1), the City reported \$0 as indirect costs. However, per discussion with City's accounting personnel and inspection of the general ledger expenditure detail, we identified indirect costs charged as M2 expenditures in other lines of the City's Expenditure Report totaling \$1,546,764 for the fiscal year ending June 30, 2018. Indirect MOE expenditures tested totaled \$1,456,821. Similar to procedure 4 above, we were unable to verify the indirect cost methodology for 10 transactions totaling \$715,626. The City was unable to provide evidence of a documented allocation methodology to support the allocation of the charges. No other exceptions were found as a result of this procedure.

City's Response:

The City reviewed and verified the indirect costs identified by the auditors. The City will report indirect costs on M2 Expenditures Report Schedule 3, line 1, effective fiscal year 2018-19. As discussed in the City's response to the finding noted under Procedure #4 above, the addition of the graffiti abatement expenditures would reflect the City's continued compliance in meeting and/or exceeding the minimum MOE requirements.

Procedure #6

We obtained a listing of Measure M2 Local Fair Share payments made from OCLTA to the City and calculated the amount the City received for the past three fiscal years. We obtained the fund balance of the City's Measure M2 Local Fair Share Fund as of June 30, 2018, agreed to the balance as listed on the City's Expenditure Report (Schedule 1, line 20), and determined whether funds were expended within three years of receipt, explaining any differences.

Findings:

The City received \$13,785,292 for the past three fiscal years ended June 30, 2016, 2017 and 2018. The remaining fund balance of these funds was as follows:

Allocation Year	Funding Source	Remaining Fund Balance
2017/2018	Local Fair Share (M2)	\$ 4,726,596
2016/2017	Local Fair Share (M2)	\$ 4,619,182
2015/2016	Local Fair Share (M2)	\$ 270,073

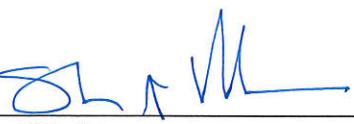
SANTA ANA CITY COUNCIL

We agreed the fund balance of \$9,615,851 to the City's Expenditure Report (Schedule 1, line 20), identifying a difference of \$131,190. No other exceptions were found as a result of this procedure.

City's Response:

The fund balance of \$9,615,851 did not include \$220,775 of interest allocation reported on Schedule 1, line 20 of the M2 Expenditures Report. Therefore, the fund balance should have been \$9,836,626, which results in a difference of \$89,585. The difference was an unidentified variance carried over from prior fiscal years. Due to staff changes and records retention, the City was unable to find supporting documentation for the variance. During upcoming fiscal years, the City will continue to review and improve internal procedures to ensure accurate financial reporting.

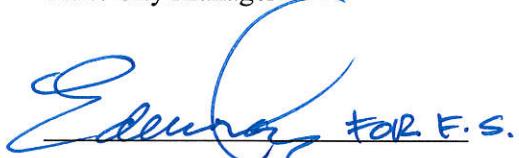
Sincerely,



Title: City Manager



Title: Director of Finance



Title: Director of Public Works (or Department that oversees Measure M-Local Fair Share)

SANTA ANA CITY COUNCIL

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ciglesias@santa-ana.org

Presentation Items



June 3, 2019

A handwritten signature in blue ink that reads "Darrell E. Johnson".

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Quarterly Progress Report for the Period of January 2019 Through March 2019

Overview

Staff has prepared a Measure M2 Quarterly Progress Report for the period of January 2019 through March 2019, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

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

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

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

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2019 through March 31, 2019 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information provided from the Capital Action Plan, and Local Fair Share and Senior Mobility Program payments made to cities during the quarter, as well as total distributions from M2 inception through March 2019.

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

Ordinance Safeguards

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 promised to the voters. Three prior performance assessments have been completed covering fiscal year (FY) 2007 through FY 2009, FY 2010 through FY 2012, and FY 2013 through FY 2015.

Sjoberg Evashenk Consulting conducted the fourth performance assessment covering the period between July 1, 2015 and June 30, 2018. During this quarter, the report was finalized and presented to the Board on March 11, 2019. In summary, the report was complimentary, commending OCTA's commitment to the effective and efficient management and delivery of the M2 Program. The report included eight recommendations for enhancements, which staff is committed to implementing as appropriate by the end of the calendar year.

Next 10 Delivery Plan/Sales Tax Revenue Forecast

Through this quarter, the actual growth for the M2 revenues is approximately 4.5 percent, compared to the 3.7 percent assumed for the FY 2019 budget. The PMO will review the cash flow assumptions following the next sales tax forecast in fall 2019 to determine if changes are needed to the Next 10 Delivery Plan.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the third quarter of FY 2019.

Freeway Program

The M2 Freeway Program currently consists of 27 projects or project segments identified in the Plan and approved by the voters to be delivered by 2041.

Currently, while concluding year eight of the 30-year program, 12 segments are complete, with three in construction and another three readying for construction. The remaining nine segments are in various stages of project development, with two of those slated to go into construction and be complete or nearing completion by 2026.

Key freeway project activities taking place this quarter along with updates are highlighted below.

- Construction activities commenced on February 20, 2019, for Interstate 5 (I-5) between State Route 55 (SR-55) and the State Route 57 (SR-57) Project. (Project A)
- The construction contract for the I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange Project was opened during the quarter and following review was awarded on April 4, 2019, to the lowest bidder, Flatiron West. (Project C and Project D)
- An update was presented to the Regional Planning and Highways Committee on March 4, 2019 and to the Board on March 11, 2019, for the SR-55 between Interstate 405 (I-405) and I-5. (Project F)

- The final environmental document and final project report were approved for the SR-57 between Orangewood Avenue and Katella Avenue Project on March 29, 2019. This project is shelf ready for future advancement. (Project G)
- Partial bridge demolition activities on the I-405 between State Route 73 and Interstate 605 Project began at Fairview Road. (Project K)

Streets and Roads

Since 2011, approximately \$761 million has been provided to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. Additionally, M2 provided a portion of the \$664 million to grade separate seven street and rail crossings, leveraging the majority of the funds (\$520 million) from local, state, and federal sources. The 2019 call for projects (call) for the Regional Capacity Program and the Regional Traffic Signal Synchronization Program was released in August 2018.

- Applications were reviewed during the quarter for new streets and roads projects and signal synchronization projects. Final programming recommendations will be presented to the Board on June 10, 2019 (Project O and Project P).

Transit

The M2 transit mode includes a number of programs designed to provide additional transportation options. M2 is the main funding source for Metrolink commuter rail service in Orange County and provides funding for rail station improvements and transit connections to extend the reach of the services.

Since 2011, M2 has provided competitive funding commitments for Metrolink station bus and station van extension projects (\$483,133 to date), local community-based transit circulators and planning studies (\$42 million to date), bus stop improvements (\$1 million to date), and funding to support specific programs to meet the needs of seniors and persons with disabilities (\$66.4 million to date). Key transit project activities taking place this quarter are highlighted below.

- The Orange Transportation Center Metrolink Parking Structure was completed on February 15, 2019 and opened to the public on February 19, 2019, after a dedication ceremony. The new shared-use

five-story structure houses 608 parking spaces, electric car charging ports, solar panels, bike racks, and lockers. (Project R)

- The Placentia Metrolink Station Improvements and Parking Structure Project can be advertised for construction by early 2020. Moving forward; however, is subject to having a construction and maintenance agreement in place between Burlington Northern Santa Fe and Metrolink. Legal counsel from both agencies have committed to working through the terms within the next 180 days. (Project R)
- On March 4, 2019, possession of all property rights required to construct the OC Streetcar was achieved and the notice to proceed for construction was issued to Walsh Construction Company. (Project S)
- On March 21, 2019, OCTA sent a letter to all eligible M2 local agencies to assess the level of interest for a future round of funding for community-based transit/circulators. (Project V)
- A second Project W allocation process, approved by the Board, providing up to \$3 million to eligible agencies to make bus stop amenity improvements, including installation of bus benches or seating, shelters, lighting, and other passenger related amenities is underway. Funding recommendations are anticipated to go to the Board on June 24, 2019. (Project W)

Environmental Programs

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

Since 2011, the ECP has awarded \$48.1 million to local jurisdictions through a competitive process, which funded 159 projects for trash removal devices (Tier 1) and 20 projects for large scale water quality best management practices projects (Tier 2). More than 6.2 million cubic feet of trash (or over 2,600 40-foot shipping containers) have been captured so far.

Additionally, the Board has authorized \$55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and to develop the Conservation Plan. OCTA has acquired more than 1,300 acres and funded

12 restoration projects across Orange County. 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. It is estimated that it will take 12 years to fully fund the endowment with annual deposits. A third deposit of approximately \$2.8 million was made in August 2018.

- The ninth Tier 1 call was released on March 11, 2019, in the amount of \$2.8 million.

Challenges

Given current market trends pointing to higher construction costs in project delivery, it is imperative that OCTA continue to closely monitor construction bid activity and update project cost estimates as appropriate.

During this quarter, higher project delivery costs were realized on Segment 2, I-5 between Oso Parkway to Alicia Parkway (Project C and Project D). The I-5 widening from Oso Parkway to Alicia Parkway is the first large design-bid-build contract bid since competition for labor and resources has impacted construction costs. On April 4, 2019, the contract was awarded to the lowest bidder, Flatiron West. The contract amount was 11.68 percent above the engineer's estimate; however, in anticipation of the possibility of this occurring, the Board had previously approved additional funding.

Another recent challenge affects the funding signs for M2 freeway construction projects. In December 2017, OCTA sought and received approval from the California Department of Transportation (Caltrans) Headquarters for a special OC Go freeway funding sign for use in Orange County on all M2 freeway construction projects. This was part of a larger effort to ensure transparency and awareness with the public on multimodal improvements included in the voter approved local transportation sales tax measure. Following state approval of the design, OCTA incorporated the same signage approach for all other M2 projects and programs. The signs are in use on all three of our M2 freeway construction projects underway and on streets and roads, transit, and environmental projects throughout Orange County.

Recently, staff was notified by Caltrans that sign requirements have changed, which negates the prior approval received, and will require OCTA to use the standard state funding sign for all future M2 projects. Additionally, we have been informed that when a project has any amount of SB 1 (Chapter 5, Statutes of 2017) funds allocated, the SB 1 funding sign must be used alone. Staff is working with Caltrans to seek an exception to these changes.

This quarter, staff worked to ascertain issues with M2 eligibility for the City of Stanton and City of Santa Ana. The report was presented to the Board which took action to find both cities ineligible to receive M2 funding until corrected. The M2 Ordinance outlines eligibility requirements that each local agency must continually satisfy to receive net revenues from the M2 Program. One of the requirements is that each local agency maintain a minimum level of local streets and roads discretionary expenditures, which is referred to as the maintenance of effort (MOE). Both the City of Stanton and City of Santa Ana failed to meet the minimum MOE requirement, deeming them ineligible for M2 funds. Staff is working closely with each city and with legal counsel to resolve these issues.

Another continued challenge is availability of professional staff to handle specialty work such as right-of-way (ROW). Staff is working with Caltrans to determine if they have sufficient resources to provide oversight and support for OCTA Measure M project demands and schedules. OCTA has several Measure M projects moving forward and due to Caltrans' staff attrition and increasing SB 1 project delivery direct workload demands, Caltrans may not be able to meet the rigorous schedule demands. This is a particular concern in the areas of ROW acquisition, utilities, and oversight approvals needed for project delivery. OCTA is exploring options for OCTA to assume lead agency responsibility for ROW acquisition in order to keep Measure M projects moving forward on schedule.

On all Measure M projects, staff is working to develop and implement the most cost-effective design that provides the highest congestion relief with the least impact to businesses and communities. This includes efforts to document and present design variations to Caltrans for approvals to achieve project scope while limiting ROW needs. Additionally, staff will continue to urge Caltrans to coordinate Caltrans-initiated safety, operational, and maintenance projects with planned Measure M projects to avoid multiple impacts to the traveling public and inefficient use of funding and resources.

M2 project delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports, individual project staff reports, as well as through the Capital Action Plan quarterly performance metrics reports from the Capital Programs Division.

Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from January 2019 through March 2019 is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to

facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

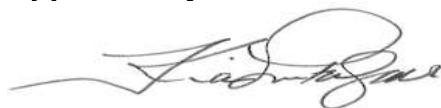
- A. Measure M2 Progress Report, Third Quarter Fiscal Year 2018-19,
January 1, 2019 through March 31, 2019

Prepared by:



Tamara Warren
Manager, Program Management Office
(714) 560-5590

Approved by:



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



MEASURE M2 PROGRESS REPORT

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

Third Quarter Highlights:

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





MEASURE M2 PROGRESS REPORT

SUMMARY

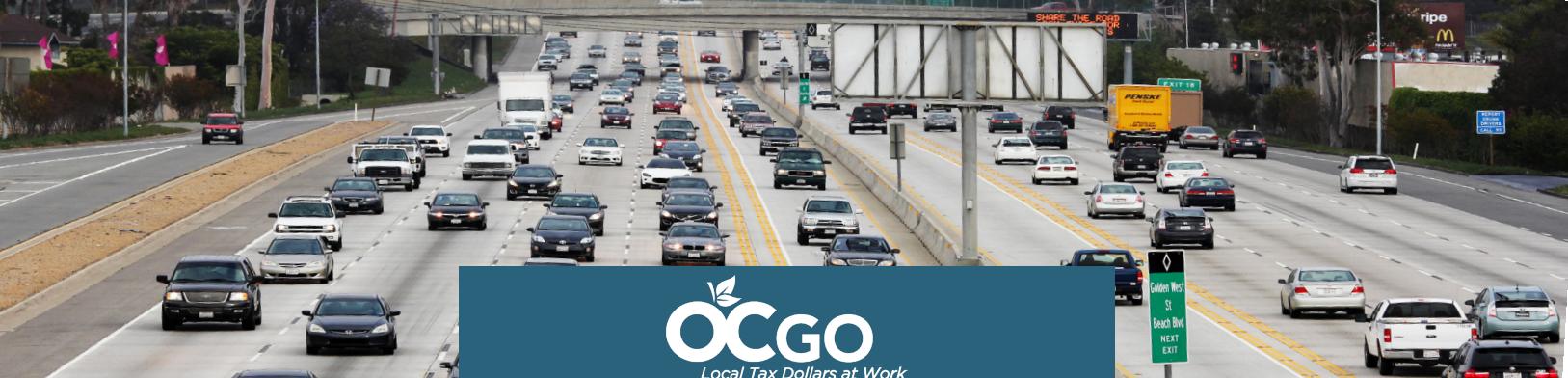
On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars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

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from January 1, 2019 through March 31, 2019 is provided to update progress in implementing the Measure M2 Transportation Investment Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 to OC Go to promote OCTA's Measure M awareness and public perception and to avoid confusion with Measure M in Los Angeles County.

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



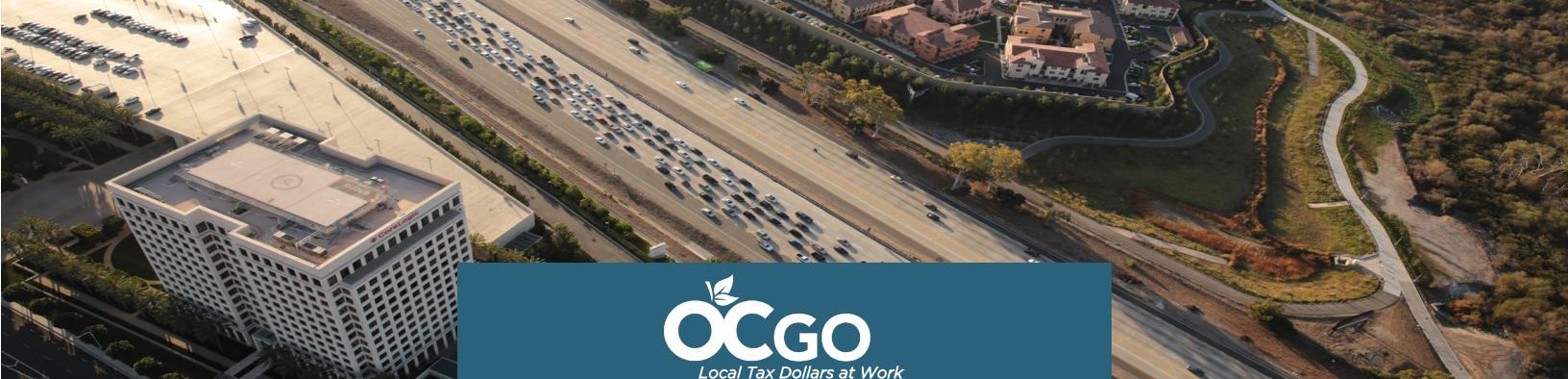
The cover photo shows the dedication ceremony on February 19, 2019 for the Orange Transportation Center Metrolink Parking Structure. The new shared use five-story structure houses 608 parking spaces, electric car charging ports, solar panels, bike racks and lockers.



MEASURE M2 PROGRESS REPORT

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State Route 22 (SR-22) Projects	[E]	11
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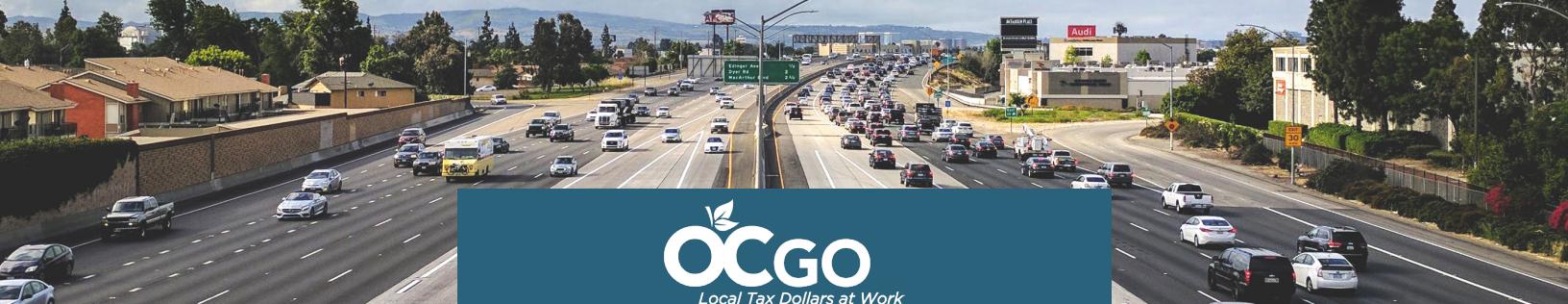
COMMON ABBREVIATIONS

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



COMMON ABBREVIATIONS

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



MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



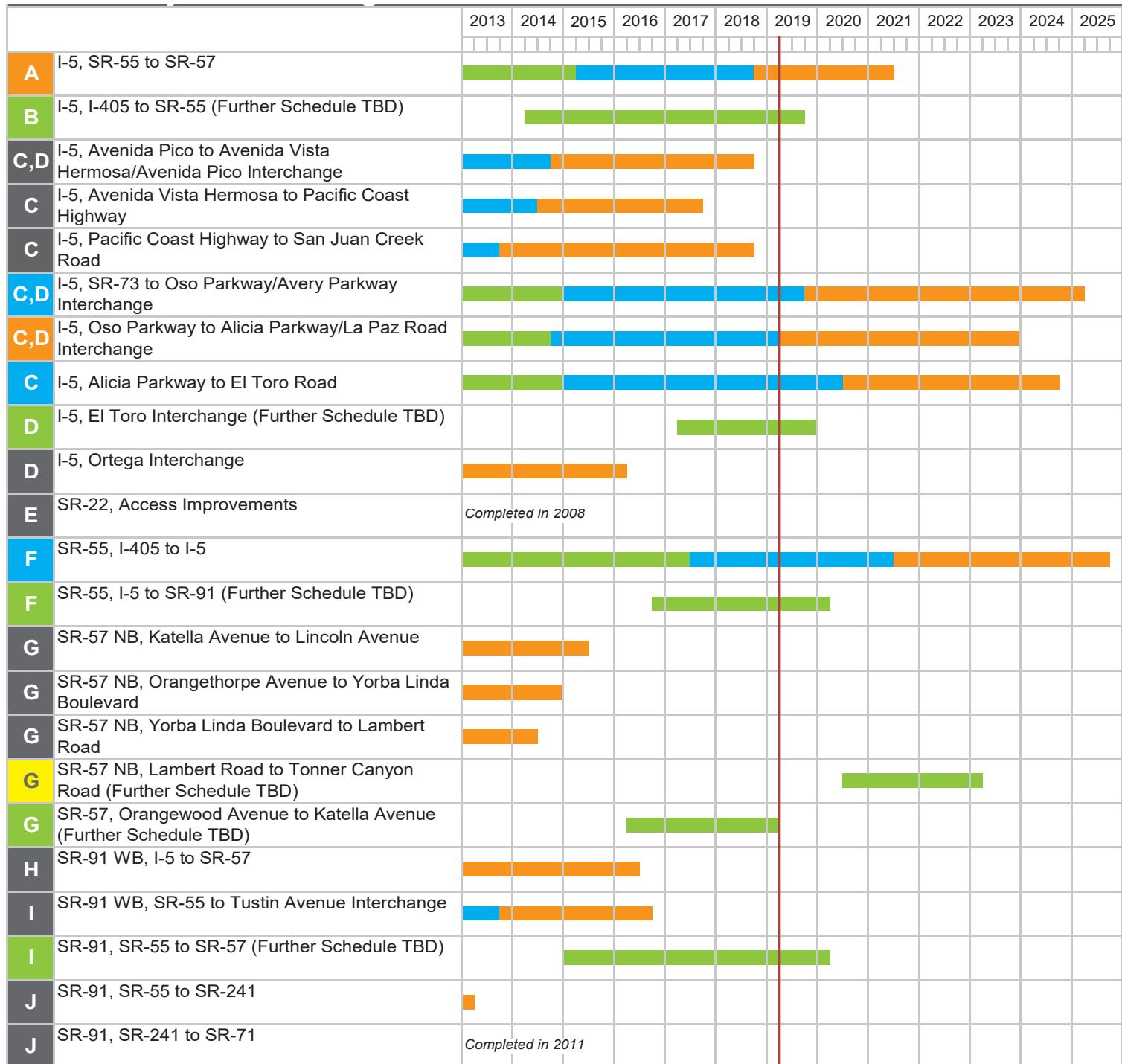
Design-Build



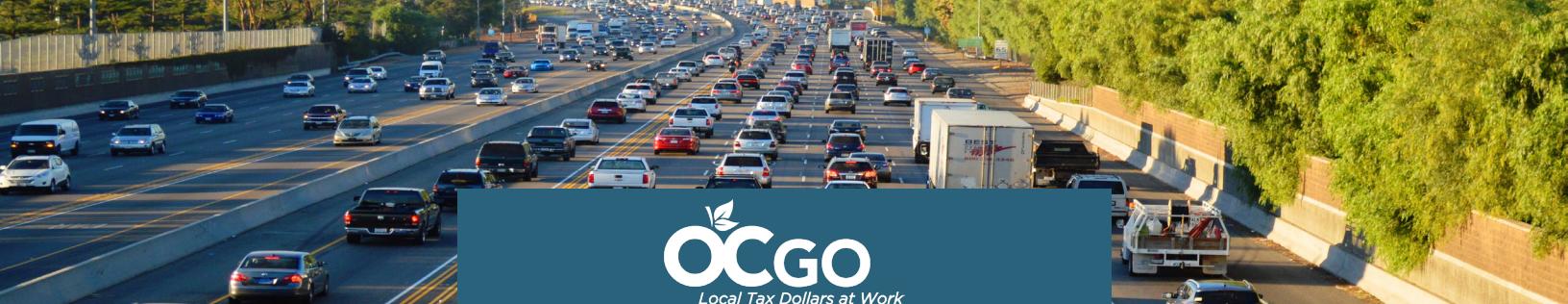
Construction



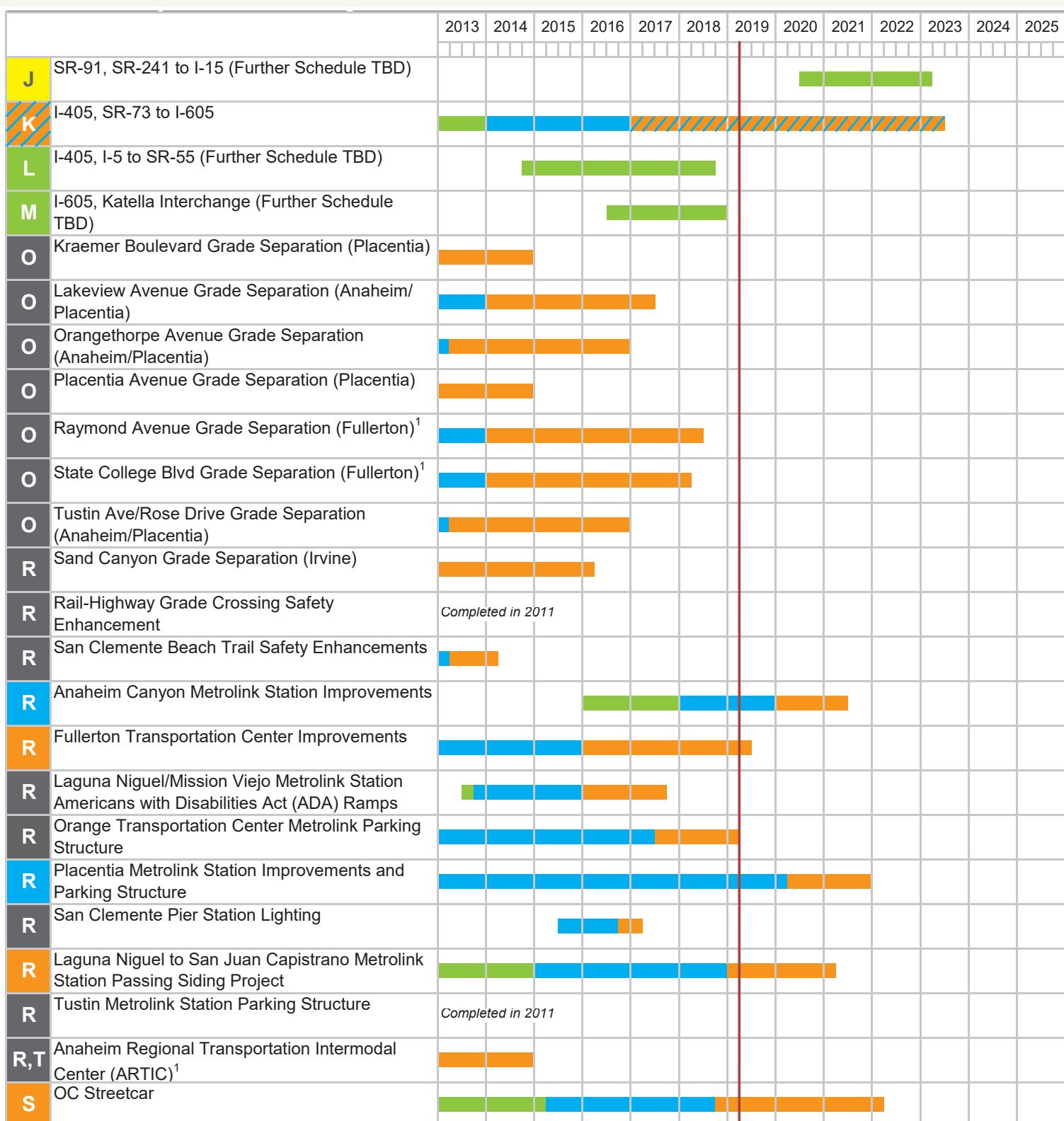
Complete



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



MEASURE M2 PROJECT SCHEDULES



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

¹ Projects managed by local agencies



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▾

This section discusses the risks and challenges related to Measure M2 and the 2018 update of the Next 10 Delivery Plan (Next 10) that the Measure M2 Program Management Office (PMO) is monitoring – complete with associated explanations and proposed actions.

Delivery Risk	Explanation	Proposed Action	
Financial			
1	The 2018 M2 revenue forecast estimate is \$13.1 billion, which represents a 46 percent decrease in forecasted revenue since M2 adoption. If sales tax revenue continues to be lower than projections, this will further challenge delivery.	Sales tax revenue has been impacted by the recession and changes in consumer spending habits.	The 2018 lower forecast results in greater reliance on external funding to deliver the entire Freeway Program as listed. OCTA will continue to actively pursue available state and federal revenue, and work with the California Department of Transportation (Caltrans) to identify lower cost freeway alternative options for approval.
2	Inability to scale the Freeway Program to available revenue and still deliver the promise.	The freeway program includes set project scopes leaving very little flexibility in what is delivered.	OCTA will work closely with Caltrans to review value engineering strategies on freeway projects.
3	Sustain Metrolink train service as an attractive alternative to driving in Orange County with the limits of available revenue.	Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with Burlington Northern Santa Fe Railway (BNSF) are revised, and new air quality requirements are implemented. These changes may impact service long term.	Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized, while seeking external revenue.
4	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increasing-cost environment during the Next 10 delivery years.	A construction cost pressure index model was created to provide insight on forecasting capital costs. The index tracks four near-term cost risks: economic trends (building permits and unemployment), material costs, wage pressures, and economic conditions.	A program level line item for an economic uncertainty allowance has been included in the freeway cash flow intended to safeguard the program and protect against over-committing. OCTA will continue to monitor and track key early warning indicators. While bid items have increased, there were no significant changes this quarter.



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
Organizational		
5 Availability of specialized staff, given the scope of the M2 capital program.	External demand for key talent is becoming more of an issue as large infrastructure programs move forward in the region. Timely completion of engineering and construction related support of the capital program is key to reduce project delivery risk.	Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure resource needs are met. Internally OCTA's Human Resources Division continues to implement programs to retain and attract talent.
6 New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. OCTA holds a strong track record in operating various transportation systems including both a fixed and demand-based bus network.	To ensure success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations.
Policy		
7 New statewide directives create additional hurdles for the Freeway Program in particular.	New directives at the State for greenhouse gas emission reductions and concerns related to projects that have the potential to increase vehicles miles traveled, are giving deference to projects that do not increase highway system capacity. The one project type the State appears interested in supporting is managed lane projects. This may limit external funding opportunities for Measure M2 freeway projects.	OCTA will work closely with the California Transportation Commission (CTC), the California Department of Transportation (Caltrans) and the state legislature to try to maintain funding opportunities for OCTA freeway projects.



MEASURE M2 PROGRESS REPORT

Next 10 Delivery Plan ▼

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

On November 14, 2016, the Board approved the Next 10 Delivery Plan (Next 10), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 was updated to address and incorporate the 2018 sales tax revenue forecast of \$13.1 billion. The 2018 update of then Next 10 incorporates current revenue projections, bonding assumptions, project costs and schedule, and adjustments ensuring continued delivery of the complete M2 Program by 2041 as promised.

Next 10 Plan Deliverables

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

1. Deliver \$3.5¹ billion of freeway improvements approved through construction (Projects A-M).

The M2 freeway program currently consists of 27 projects or project segments. At the point of Next 10 adoption in November 2016, nine projects were completed, and another nine were designated to be complete within the Next 10 time-frame. Together, the segments designated for completion by 2026 make up a \$3.1 billion delivery promise. Since Next 10 adoption, three segments of the Interstate 5 (I-5) between Avenida Pico and San Juan Creek Road, opened to traffic in March 2018, adding six miles of carpool lanes. The remaining six segments are in design or construction. Funded with 91 Express Lanes excess revenues, a tenth project, the SR-91 between SR-57 to SR-55 (Project I) was designated a priority project and is now part of Deliverable 1 (planned to be complete by 2029). With this project, OCTA will deliver \$3.5 billion of freeway improvements approved through construction. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately \$715¹ million more in revenues, bringing the completed Freeway Program improvements to \$4.3 billion (Projects A-M).

The final eight remaining project segments (of the 27 total) are environmentally cleared or on track to be environmentally cleared by 2026, making them “shelf ready” for future advancement. Currently, two of the eight (Projects L and M) are environmentally cleared and shelf ready. In all, during the Next 10 time-period, approximately \$4.3 billion in freeway improvements promised to the voters in M2 will be completed or underway by 2026. Using the guiding principles adopted by the Board, Deliverable 2 includes approximately \$715 million in funding to move another project (or projects) directly into design and construction if assumptions on revenues and costs hold. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in the following pages.

¹Because Project I is now included with Deliverable 1, the original Deliverable 1 investment increased to \$3.5 billion, and the original Deliverable 2 investment of \$1.2 billion has been reduced to \$715 million. The overall freeway deliverable commitment remains the same at \$4.3 billion.



MEASURE M2 PROGRESS REPORT

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

Since the adoption of the Next 10 Plan in November 2016, OCTA has awarded approximately \$82 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). Additionally, \$137.5 million in Local Fair Share (Project Q) funds have been distributed to local agencies. This brings the total allocation to date to \$219.5 million. On August 13, 2018, the Board approved the release of the 2019 Call for Projects for approximately \$32 million for Project O and \$8 million for Project P funding. Final programming recommendations will be presented to the Board by mid-2019. Additionally, all seven bridges included in the OC Bridges program are complete. For more details, see the project updates on [page 18](#).

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

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

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

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

OC Streetcar

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



MEASURE M2 PROGRESS REPORT

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

Bristol Street Transit Corridor Study

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

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

Approximately \$26.3 million has been provided for the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program since the Next 10 Plan adoption. See [page 29](#) for more information.

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

In December 2017, OCTA staff requested letters from local agencies to determine interest for a 2018 Project V Call for Projects. With 13 letters of interest received the Board initiated a Call for Projects in February 2018 and on June 25, 2018 the Board awarded \$5.2 million to fund five Community-Based Transit Circulators Projects and authorized the use of the 2016 awarded funds to extend a San Clemente demonstration project out to FY 22-23.

In March 2019, OCTA once again requested letters of interest for another round of Project V funding. Responses from eligible local agencies are due at the end of April. Staff will report findings to the Board for their consideration on whether to issue a fourth call for projects. For additional details and information on current project program performance and service see [page 30](#).

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

To date, the Board has approved up to \$1.2 million to support 51 city-initiated improvements and \$370,000 for OCTA initiated improvements. The City of Anaheim postponed development of eight stops. Of the remaining 43 stops, 14 stops have been completed and the remaining 29 stops are in the project closeout process. Closeout of all projects is anticipated next quarter. OCTA initiated improvements were originally programmed to support the “Text for Next” program and later the OCTA mobile ticketing application—both of these projects



MEASURE M2 PROGRESS REPORT

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

A second Project W call for projects was initiated in October 2018, providing up to \$3.0 million (in total) to eligible agencies to make bus stop amenity improvements including installation of bus benches or seating, shelters, lighting, and other passenger related amenities. Eligible agencies (including OCTA) may potentially qualify to receive between \$20,000 to \$35,000 (per eligible bus stop) to make passenger amenity improvements. Final funding recommendations will be presented to the Board in June 2019. For additional details see [page 31](#).

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

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

To ensure ongoing preservation of the open space, an endowment was established to pay for the long-term management of the Preserves. Approximately \$2.9 million will be deposited annually. The third deposit was made in August 2018. For more details, see the project updates on [page 33](#).

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

Since adoption of the Next 10 Plan in November 2016, OCTA has issued three calls for Tier 1 ECP projects. The Board awarded approximately \$5.59 million to fund 28 Tier 1 projects. Staff anticipates the next Tier 2 call in 2021, dependent on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For more details, see the project updates on [page 32](#).

FREeways

INTERSTATE 5 (I-5) PROJECTS ▾

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

PROJECT A

Status: Construction Underway – 6% complete

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

Summary: This project will increase high occupancy vehicle (HOV) capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. The project was re-advertised on August 27, 2018 and bids were opened on October 18, 2018. The construction contract was approved on December 28, 2018. Due to changes in scope, the replacement of State Transportation Improvement Program (STIP) funds with Congestion Mitigation and Air Quality (CMAQ) funds, and the need to re-advertise for construction bids, this project was delayed 11 months beyond the original schedule. Construction began on February 20, 2019 and is expected to be completed early 2021.

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

PROJECT B

Status: Environmental Phase Underway - 92% Complete

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

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

F R E E W A Y S

PROJECT C AND
PART OF PROJECT D

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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



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

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

Status: PROJECT COMPLETE

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



Summary: This segment added one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the Cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also reconstructed the on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014 and all three segments of the I-5 between Avenida Pico to San Juan Creek were opened to traffic on March 13, 2018. The project was officially completed on July 3, 2018. During the quarter, plant establishment continued and was completed in March 2019. While the project is complete, an outstanding contractor claim remains to be resolved.

F R E E W A Y S

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

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

Status: Design Complete. Construction bid package preparation underway

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

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the Cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The improvements include the addition of a general-purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, the consultant continued working on ROW appraisals and coordinated with utility agencies. Staff continued to coordinate with Caltrans to finalize and approve the required Fact Sheet. The 100 percent Plans, Specifications, and Estimates (PS&E) was re-submitted to Caltrans on March 15th implementing the latest Caltrans Highway Design Manual standards. The plans identified a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. Due to extended ROW coordination, this project is marked “red” in the CAP, due to a delay of 12 months beyond the original schedule. On March 21, 2018, the CTC approved the 2018 STIP update and programmed approximately \$31.166 million over Orange County’s share target. To maintain CTC funding limits in the next few years, STIP funding in this project was reduced to \$73.735 million. However, there is only \$35 million remaining in the FY18-19 STIP. Staff will work with the CTC staff and Caltrans to maintain the existing schedule. Proposition 1B Trade Corridors Improvement Funds (TCIF) for this project was authorized by the Board in November 2018. TCIF guidelines require the project to receive funding allocation by June 30, 2019.

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

Status: Design Complete. Construction bid packages opened and assessed.

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

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the Cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general-purpose lane in each direction and reconstruction of the La Paz Road Interchange (Part of Project D). Bid packages were opened on January 16, 2019 and were reviewed this quarter. The apparent low bid was 11.68 percent above the engineer’s estimate and was assessed for responsiveness. The construction contract award is anticipated in April 2019 with construction starting soon thereafter. Staff also continued coordination of the service contract with SCRRA/Metrolink, and with Caltrans on ROW and utilities. Due to extended ROW coordination, this project is marked “red” in the CAP, due to a delay of nine months beyond the original schedule.

F R E E W A Y S

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

Status: Design Phase Underway - 98% Complete

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

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the Cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this quarter included continued coordination with Caltrans, California Department of Fish and Wildlife regarding the planned work at Aliso Creek. Final ROW mapping is approved, although third party utility realignments have necessitated the revision of two parcels. Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked "red" in the CAP, with a delay of over 13 months beyond the original schedule. The 100 percent Design Submittal is now anticipated for April 2019. The 2018 STIP increased funding for this segment to \$69.1 million, but the segment is programmed in the STIP three years later than requested. Staff will work with the CTC staff and Caltrans to maintain the existing schedule.

PROJECT D

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

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

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



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

Segment: I-5, El Toro Interchange

Status: Environmental Phase Underway - 45% Complete

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

Summary: Caltrans is the lead in the environmental phase of this project which includes the study of four build alternatives that consider modifications to the existing interchange, ranging from an I-5 southbound direct connector to El Toro Road to modifications in how existing on and off ramp intersections operate. The study began in April 2017. Work during the quarter included reducing the number of build alternatives down from 4 to 2, based on the project purpose and need. The Draft Initial Study/Environmental Assessment (IS/EA) was completed in March with the public comment review period scheduled to begin on April 2, 2019 and a public

FREeways

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

STATE ROUTE 22 (SR-22) PROJECTS ▾

Segment: SR-22 Access Improvements



PROJECT E

Status: PROJECT COMPLETE

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

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

STATE ROUTE 55 (SR-55) PROJECTS ▾

PROJECT F

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

Status: Design Phase Underway - 65% Complete

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

Summary: This project will widen SR-55 in the Cities of Irvine, Santa Ana, and Tustin. Through a cooperative agreement, Caltrans and OCTA's consultant initiated the design together. During the quarter, the 65 percent design was completed in mid-January and an update was presented to the Regional Planning and Highway Committee on March 4, 2019 and to the Board on March 11, 2019. The 95 percent design is anticipated in July 2019. Caltrans is responsible for developing and seeking approval of the required Supplemental Fact Sheet addressing necessary design variations on the project. The Supplemental Fact Sheet is anticipated to be completed in July 2019. ROW and utility coordination have been initiated and are ongoing. The project is anticipated to be ROW Certified and ready to list (RTL) by December 2020. OCTA received \$80 million for this segment through the 2018 STIP, however the segment is currently programmed in the STIP one year later than requested. Staff will work with the CTC staff and Caltrans to maintain the existing schedule.

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

Status: Environmental Phase Underway - 69% Complete

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

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

F R E E W A Y S

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

STATE ROUTE 57 (SR-57) PROJECTS ▾

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



PROJECT G

Status: PROJECT COMPLETE

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

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

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



Status: PROJECT COMPLETE

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

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

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



Status: PROJECT COMPLETE

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

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



F R E E W A Y S

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

Status: Environmental phase expected to begin in mid-2020

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

Summary: Caltrans previously completed a Project Study Report (PSR)/Project Development Support document for the Lambert Road to Tonner Canyon Road segment, which would add a truck-climbing lane from Lambert Road to Tonner Canyon Road in the City of Brea. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the environmental phase for interchange improvements at Lambert Road which will complement and serve as a first phase to the freeway improvement project. Construction bids were opened for Phase 1 on February 13, 2019. The lowest responsive bidder was 16% under the engineers estimate. Phase 2, which is the mainline improvements, was approved for STIP funding in March 2018 to initiate the environmental phase to study the truck-climbing lanes in mid-2020. This project will coordinate with and take into consideration any related work by LA Metro across the county line.

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

Status: Environmental Phase Complete

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

Summary: This project studies the addition of a northbound general purpose lane on SR-57 from Orangewood Avenue to Katella Avenue in the Cities of Anaheim and Orange. The northbound general-purpose lane would join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter the Final Environmental Document and Final Project Report were approved on March 29, 2019. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

STATE ROUTE 91 (SR-91) PROJECTS ▾

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

Status: PROJECT COMPLETE

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



PROJECT H

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

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

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

Status: PROJECT COMPLETE

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



PROJECT I

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

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

Status: Environmental Phase Underway - 91% Complete

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

Summary: This project will improve traffic flow and operations along SR-91 within the Cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from the NB SR-57 connector to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. The Project Development Team recommended the preferred alternative in late-March. Due to Caltrans requiring extra work to study interchange improvements outside of the completed PSR and the M2 promised project, the project is marked "red" in the CAP signifying a delay of 10 months from its original schedule. SR-91 Express Lanes excess revenue is designated to pay for the mainline freeway improvements included in M2. The draft ED was circulated to the public late-November 2018 and an open house format public hearing was held in December 2018. The finalization of the document has been delayed due to a requirement by Caltrans that OCTA provide additional information at the recycling facility for Caltrans to consider approval of design exceptions. This effort includes a site investigation at a former landfill and is currently operating as a metals recycling facility, which is a lengthy process. The final ED is anticipated to be complete in January 2020. This project will be segmented into three segments with the first segment anticipated to proceed into design shortly following the completion of this study in early 2020.

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

Status: PROJECT COMPLETE

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



PROJECT J

Summary: This completed Project J segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the Cities of Anaheim and Yorba Linda. In addition to

F R E E W A Y S

adding 12 lane miles to SR-91, the project also delivered a much needed second eastbound exit lane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping and soundwalls. Completion of this project in March 2013 means a total of 18 lane miles have been added to SR-91 since December 2010. The lanes opened to traffic in December 2012, and construction completed on March 5, 2013.

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

Status: **PROJECT COMPLETE**

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



Summary: Completed in January 2011, this segment added six miles through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71. The project improves mobility and operations by reducing traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound general purpose lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. The new facilities were opened to traffic on December 2, 2010 and construction completed January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

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

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

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

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

F R E E W A Y S

INTERSTATE 405 (I-405) PROJECTS ▾

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

PROJECT K

Status: Design-Build Underway

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

Summary: OCTA and Caltrans are working together to widen I-405 through the Cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add one general purpose lane, add a second lane to be combined with the existing HOV lane to provide a dual express lanes facility, and improve the local interchanges along the corridor from SR-73 to I-605.²

During the quarter, work continued on ROW acquisition, utility coordination, environmental permitting, and public outreach. Other work includes review of design-builder submittals including design and construction submittals. OCTA's toll lanes system integrator, Kapsch, is now under contract and working with OCTA and the design-builder. In February 2019, OCTA received \$400 million in net proceeds for the Project as a result of issuing tax-exempt municipal bonds. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have also advanced in the last quarter. More recently, significant roadway construction activities, such as installation of drainage systems, retaining walls and paving operations, have begun. Construction activities continued on the Slater Avenue, McFadden Avenue, Magnolia Street, Goldenwest Street and Bolsa Chica Road bridges. Both Slater Avenue and McFadden Avenue are one-stage bridges, which means the bridges are closed to traffic during reconstruction. The Slater Avenue bridge abutments and columns have been completed and construction of the bridge superstructure will begin in the next month. The Slater Avenue bridge will be the first new bridge completed and is anticipated to open to traffic in late 2019. The McFadden Avenue bridge is anticipated to be open to traffic in the spring of 2020. Magnolia Street, Goldenwest Street, Bolsa Chica Road and Fairview Road are two-stage bridges, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. In March 2019, the Fairview Road bridge was partially demolished and bridge reconstruction work began. Utility relocations have begun at various locations along the Project. Lastly, OCTA continued targeted public outreach this past quarter in the form of neighborhood meetings in anticipation of the construction activities mentioned previously. Construction is scheduled to be completed in 2023.

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

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

PROJECT L

Status: Environmental Phase Complete

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

Summary: This project studied the addition of general purpose lanes on the I-405 corridor between I-5 and SR-55 in Irvine. The project development team reviewed the alternatives and public comments received during

FREeways

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

INTERSTATE 605 (I-605) PROJECTS ▾

Segment: I-605, Katella Interchange Improvements

Status: Environmental Phase Complete

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

PROJECT M

Summary: This project will improve freeway access and the arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project will include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The final ED was approved in October 2018 and the final PR was approved in November 2018. The Next 10 Plan sets direction through 2026; as projects listed are completed, schedules and revenues will be reviewed, and the Board will adopt a new delivery plan providing direction on further project advancement. Using only Measure M funding, this project is scheduled to move into design beyond 2026, however, projects that compete best for external funding are those that are already environmentally cleared. OCTA continually looks for opportunities to accelerate construction by taking advantage of state and federal dollars.

FREEWAY SERVICE PATROL ▾

Status: Service Ongoing

Contact: Cliff Thorne • (714) 560-5975

PROJECT N

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,138 motorists and weekend service provided assistance to 762 motorists and no M2 funded construction service offered to motorists. Since inception, M2 and construction-funded FSP has provided a total of 75,110 assists to motorists on the Orange County freeway system.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM ▾

Status: 2019 Call for Projects in Progress

PROJECT O

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, 146 projects totaling more than \$295 million, including \$24 million in external funding, have been awarded through eight calls for projects by the Board³. On August 6, 2018, the OCTA Board approved the release of the 2019 Call for Projects which made up to \$32 million available to fund additional road improvements throughout the County. Staff reviewed applications and presented recommendations to the Technical Steering Committee (TSC) on March 13, 2019, and Technical Advisory Committee (TAC) on March 27, 2019 and final 2019 programming recommendations will be presented to the Board on June 10, 2019.

³ To date, 11 of the 181 phases awarded by OCTA totaling approximately \$12 million have been cancelled by the awarded local jurisdictions.



OC Bridges Railroad Program

This program built seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. With all seven grade separations open to traffic, an OC Bridges completion ceremony was held on October 24, 2017. To date, the Board has approved approximately \$664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects. Minor activities this quarter include warranty work and close out of projects.

Segment: Kraemer Boulevard Grade Separation



Status: PROJECT COMPLETE

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

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

STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Lakeview Avenue was reopened on June 6, 2017. Construction acceptance from the Cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and completed the one-year warranty on some constructed items. The one-year warranty was extended to July 2019 for some minor repair items. Close-out activities is nearing completion and claims resolution will be ongoing through mid 2019.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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



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

STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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



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

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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



Summary: The project located at State College Boulevard railroad crossing grade separated the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton managed the construction and OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Activities this quarter continue to include work on pump station, landscape, irrigation, pavement and striping. State College Boulevard was opened to through traffic on November 1, 2017. Construction acceptance and maintenance responsibilities from the City of Fullerton was obtained on March 7, 2018 and the one-year warranty began. Close-out activities and warranty work will be ongoing through early 2019.

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

Status: **PROJECT COMPLETE**

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



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



STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▾

Status: 2019 Call for Projects in Progress

PROJECT P

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

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

To date, OCTA and local agencies have synchronized more than 2,000 intersections over more than 671 miles of streets (75 completed projects). Through a competitive process, there have been eight rounds of M2 funding which awarded a total of 106⁴ projects totaling more than \$98 million, including \$18 million in leveraged external funding. On August 6, 2018, the OCTA Board approved the release of the 2019 Call for Projects which made up to \$8 million available to fund improvements throughout Orange County. Final 2019 programming recommendations will be presented to the Board on June 10, 2019.

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

LOCAL FAIR SHARE ▾

PROJECT Q

Status: Ongoing

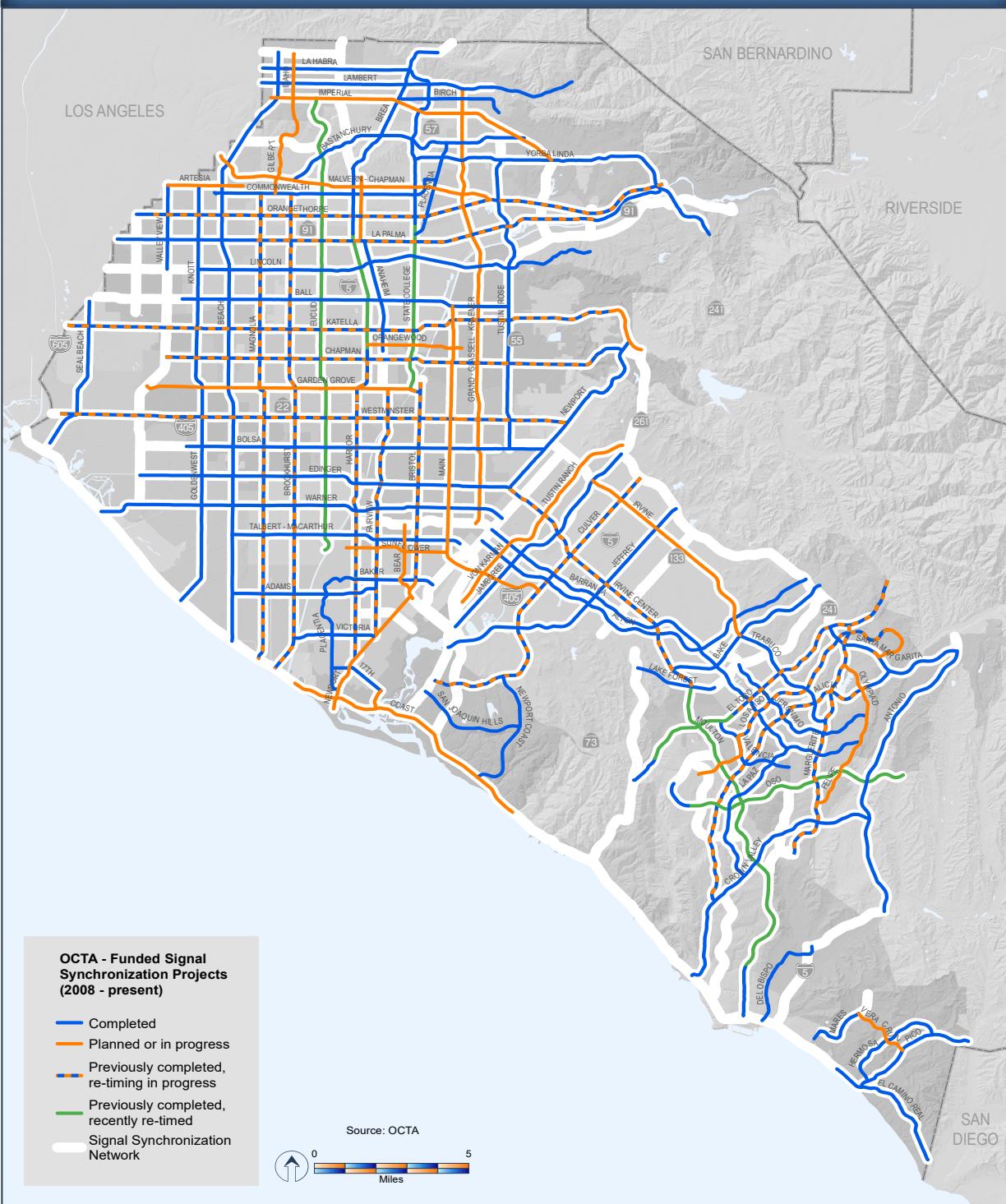
Contact: Vicki Austin, Finance • (714) 560-5692

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

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

STREETS AND ROADS

OCTA - Funded Signal Synchronization Projects (2008 - present)



TRANSIT

HIGH FREQUENCY METROLINK SERVICE ▾

PROJECT R

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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



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

Project: Metrolink Service Expansion Program

Status: Service Ongoing

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

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. Average daily passenger boardings on the ten intracounty trains combined has increased by 15 percent, from 288 boardings in Fiscal Year (FY) 2012-13 to 332 boardings averaged for the first nine months of FY 2018-19.

In April 2015, several schedule changes were implemented to connect a 91/Perris Valley Line train to an intracounty service train, at Fullerton. This allowed a later southbound peak evening departure option from Los Angeles to Orange County. Ridership on these two trains combined has increased by 38 percent since the improvement was implemented, from 130 boardings averaged in FY 2015-16 to 180 boardings averaged for the first nine months of FY 2018-19.

TRANSIT

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

Rail Corridor and Station Improvements

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

Segment: **Anaheim Canyon Metrolink Station Improvements**

Status: Design Underway – 90% Complete

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

Summary: This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. The design plans have been completed to 90 percent. Plans are expected to be complete and ready to bid in September 2019. Construction of the project is expected to begin in February 2019 with completion anticipated in early 2021.

Segment: **Fullerton Transportation Center Improvements**

Status: Construction Phase Underway - 80% Complete

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

Summary: Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Work on the elevators was delayed due to construction contractor's elevator subcontractor issues. Work is complete on the elevator towers, and the elevator installation began in December 2018. The elevator inspections will occur in April and the final punch list and completion activities are scheduled to take place in late April/early May 2019. This project is marked "red" in the CAP, signifying a delay of more than three months.



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CLEARANCE 8'-2"
MAXIMUM VEHICLE LOAD 6000 LBS

TRANSIT

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

Status: PROJECT COMPLETE

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



Summary: The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements include new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction acceptance from the cities was obtained on September 20, 2017 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty. Close-out activities and final costs are underway.

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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



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

Segment: Placentia Metrolink Station Improvements and Parking Structure

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

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

Summary: Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City of Placentia that revised the project's scope and budget, and with the changes the City of Placentia will contribute towards the cost. The station will include platforms, parking, a new bus stop, and passenger amenities. OCTA is the lead agency for design and construction of the project. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. BNSF will be the lead on the rail construction. Design plans for the station are complete and will be ready to advertise for bidding once a Construction and Maintenance (C&M) agreement with BNSF is in place. It is anticipated that this agreement will be in place by January 2020. Due to the dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

TRANSIT



Segment: **San Clemente Pier Station Lighting**

Status: **PROJECT COMPLETE**

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



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



Additional rail corridor improvements include: completed Control Point project at Fourth Street in the City of Santa Ana, which provide rail operational efficiencies; completed Positive Train Control implementation, which improves rail safety by monitoring and controlling train movement; replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek (design is 90 percent complete, environmental clearance and ROW acquisition are in progress); the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability (construction began in June 2018 and is 54 percent complete); and continued implementation of video surveillance systems.

Segment: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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



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

Segment: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

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



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



Segment: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: Construction Underway – 1% Complete

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

Summary: The project is currently in the construction phase and will add approximately 1.8-miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. The project was advertised on August 27, 2018 and seven bids were publicly opened on October 23, 2018. The lowest bidder was \$3 million over the engineers estimate and as a result staff reevaluated the project budget. The Board of Directors awarded the construction contract on January 14, 2019 and the Notice to Proceed was issued on March 12, 2019. Construction is anticipated to be completed by early 2021. This project is marked “red” in the CAP, signifying a delay of 25 months due to design coordination with utilities and water quality control permitting concerns with the City of San Juan Capistrano.

TRANSIT EXTENSIONS TO METROLINK ▾

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

Project: OC Streetcar

PROJECT S

Status: Full Funding Grant Agreement (FFGA) Executed, Notice To Proceed Issued to Construction Contractor, Operation and Maintenance Request For Proposals Released, Vehicle Exterior Design Selected, Utility Relocation Work Ongoing

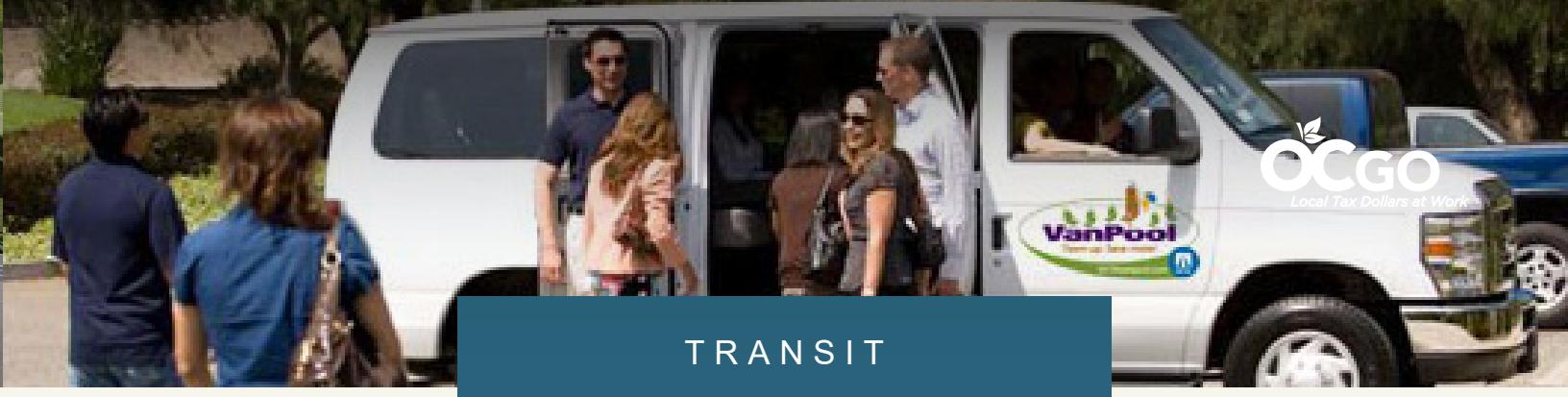
Contact: Mary Shavalier, Rail • (714) 560-5725

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

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

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

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



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

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

Work continues to progress on other key OC Streetcar activities, including responding to questions on the Operations and Maintenance Request for Proposal, coordination with third parties on utility relocation and permit approvals, and continued coordination with the FTA.

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

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

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

Summary: Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$730,000. One project located within the City of Anaheim and three proposals within the City of Lake Forest were approved for funding by the Board on July 23, 2012. Currently, the Anaheim project is in service and the Lake Forest projects have been canceled. The Anaheim Canyon Metrolink Station Bus Connection began service in February 2013 and is anticipated to continue providing service between the station and the Anaheim Resort area through 2020.

METROLINK GATEWAYS ▾

Status: **PROJECT COMPLETE**

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



PROJECT T

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



TRANSIT

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES ▾

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately \$66.4 million in Project U funding has been provided under M2.

Project: Senior Mobility Program

PROJECT U

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents age 60 and above multiplied by available revenues. Remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

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

Project: Senior Non-emergency Medical Transportation Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than \$21 million and 833,705 SNEMT boardings have been provided. This quarter, approximately \$1,120,000 in SNEMT funding was paid⁵ to the County of Orange in the months of January and March.

Project: Fare Stabilization Program

Status: Ongoing

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

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



TRANSIT

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

COMMUNITY BASED TRANSIT/CIRCULATORS ▾

Status: Service Updates

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

On June 13, 2016 the Board approved a second round of Project V funding in the amount of \$26.7 million for 17 transit projects and \$323,780 for seven planning studies. On June 25, 2018 the Board awarded \$5.2 million to fund five Community-Based Transit Circulators Projects. Additionally, the Board authorized a contingent award of \$1.6 million for a sixth project in the City of San Clemente, contingent on submittal of ridership and usage documentation. Ultimately, the City's 2018 contingent award was cancelled as part of the September 2018 Semi-Annual Review process. Instead, the Board authorized the use of the 2016 awarded funds to extend this demonstration project out to FY 22-23.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff will continue to monitor these services to ensure that performance standards are met. The most recent Project V Ridership report was presented to the Transit Committee on February 14 and the Board on April 08, 2019.

Out of the transit circulator projects programmed by OCTA: 20 are currently active, two are planned; five have been canceled (primarily due to low ridership); and one has been completed. Currently, most of these services are generally meeting their required performance standards. The next Project V Ridership report is scheduled for July 2019. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

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

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



TRANSIT

SAFE TRANSIT STOPS ▾

PROJECT W

Status: City-Initiated Improvements Underway or Complete

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

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

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

For OCTA-initiated improvements funds were initially programmed for the Text for Next Program and were ultimately reallocated to support OCTA's mobile ticketing application. However, this program was funded by another grant source and these funds are anticipated to be de-allocated and returned to M2 in May 2019.

In October 2018, the Board authorized a second Project W allocation process; providing up to \$3.0 million (in total) to eligible agencies to make bus stop amenity improvements including installation of bus benches or seating, shelters, lighting, and other passenger related amenities. Eligible agencies (including OCTA) may potentially qualify to receive between \$20,000 to \$35,000 (per eligible bus stop) in order to make passenger amenity improvements. Final funding recommendations are anticipated to be presented to the Board on June 24, 2019.

ENVIRONMENTAL

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▾

Project: Environmental Cleanup Program

Status: Ongoing

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been eight rounds of funding under the Tier 1 grants program. A total of 166 projects, amounting to approximately \$22.5 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013⁶. To date, all Orange County cities plus the County of Orange have received funding under this program. The ninth Tier 1 call for projects was released on March 11, 2019 in the amount of \$2.8 million. Staff anticipates the next Tier 2 call in 2021, dependent on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects.

Staff estimates that over 6.2 million cubic feet of trash has been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to over 2,600 forty-foot shipping containers. Over time, the volume of trash captured is expected to increase. It is estimated that the funded Tier 2 projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities.

⁶ To date, seven Tier 1 and two Tier 2 projects totaling \$2.3 million have been cancelled.

ENVIRONMENTAL

FREEWAY MITIGATION ▾

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: In June 2017, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. As a result, the environmental process will be streamlined, allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plan approved in Orange County.

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

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

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. It is estimated that it will take approximately 12 years to fully fund the endowment with deposits annually. Approximately \$2.9 million will be deposited annually. The third and most recent deposit was made in August 2018. Staff will continue to oversee and provide endowment updates to the Finance and Administration and the Environmental Oversight Committee (EOC) on a regular basis.

Resource management plans (RMPs) for the Preserves were finalized in September 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

In consultation with the local fire authority, staff has begun to work with a consultant to draft fire management plans (Plans) for the seven Preserves. The Plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible

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with conservation and stewardship responsibilities. These Plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies. The Plans are anticipated to be complete in 2020.

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

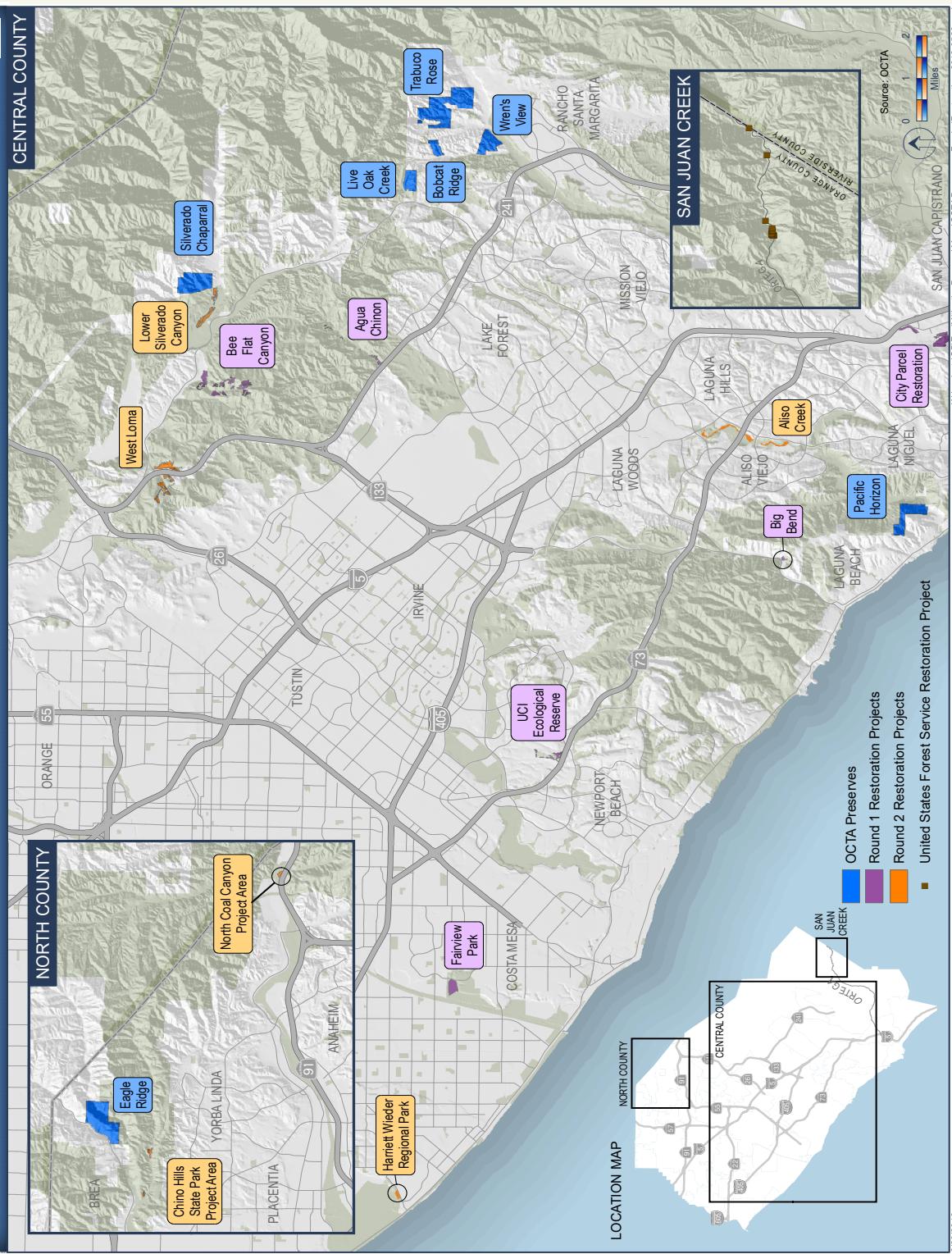
OCTA provides docent led hikes and equestrian rides in the Preserves. A list of scheduled 2019 wilderness Preserve tours is available on the M2 website at www.PreservingOurLegacy.org.

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

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

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OCTA Preserves and Funded Restoration Projects



6/29/2018



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▾

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

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

Market Conditions Forecast and Risk Analysis

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

Given this analysis, the Board directed staff to continue to work with the consultant to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. With a rapidly changing construction market, staff looked to our contracted local economists for insights to better anticipate cost implications to our freeway program delivery. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts.

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

Next 10 Delivery Plan

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

Annually, OCTA reviews the M2 program assumptions and updates the cash flows and Next 10 assumptions as needed based on changes to the revenue forecast. As a result of a lower revenue forecast and the potential of higher costs in the near term as it relates to freeway delivery, staff prepared an updated 2018 Next 10 Plan. The updated 2018 Next 10 Plan was approved by the Board at the September 10, 2018 meeting. On November 6, 2018, California voters rejected the gas tax repeal, preserving SB 1 which stabilizes state external revenue and provides for reduced risk to the Next 10 deliverables.

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



PROGRAM MANAGEMENT

M2 Performance Assessment

The M2 ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in delivery of M2 as promised to the voters. Three prior performance assessments have been completed covering fiscal years FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, and FY 2012-13 through FY 2014-15. Findings and recommendations from assessments are presented to the Board and recommendations are implemented as appropriate. A fourth assessment covering the period between July 1, 2015 and June 30, 2018 was finalized this quarter by the consultant, Sjoberg Evashenk Consulting. The final report was presented to the Board on March 11, 2019.

M2 Ordinance Tracking Matrix

The M2 Ordinance and Transportation Investment Plan (Ordinance No. 3) includes numerous requirements that staff must follow in order to keep the promise to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA is in compliance with all requirements detailed in Ordinance No. 3. During the quarter, the matrix was updated by the PMO in coordination with the responsible OCTA point of contact to ensure compliance and includes links to electronic documents verifying the response. The matrix has been completed and will be shared with the Taxpayer Oversight Committee (TOC) at their annual public hearing and compliance finding on February 12, 2019. The tracking matrix is helpful to the TOC when determining OCTA's compliance with Measure M, which will take place at the June 11, 2019 meeting.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact Sheets have been created for the County of Orange and each of Orange County's 34 cities. The Fact Sheets provide data on transportation and transit projects (funded through Measure M, state, and federal grants) in a format which emphasizes key points concisely on a single printed page. The City Fact Sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding and transportation improvements. During the quarter, staff began updating the City Fact Sheets to include the 2018 Tier 1 ECP projects approved by the Board on September 10, 2018, the September 2018 semi-annual review of CTFP projects approved by the Board on December 10, 2018, and programming updates. Updated City Fact Sheets have been completed.

PROGRAM MANAGEMENT

M2 Financial Picture

The M2 Financial Picture report provides a summary of each M2 project's total expenditures to date (external and internal), programmed funding, current estimate at completion per the latest quarter, and M2 program cash flow assumptions through 2041. This document allows the PMO to appropriately track and answer questions regarding the M2 investment. The FY 2018-19 second quarter Financial Picture was updated in February 2019.

Next 10 Tracking

The Next 10 Tracking report compares the current Next 10 Delivery Plan cash flow assumptions with the latest Project Controls quarterly assumptions. It highlights variances for a project's estimate at completion, project costs, and contingency utilization. The purpose of the Next 10 Tracking report is to highlight the impact to the bottom line when variances occur from the current plan and each quarterly update. The FY 2018-19 second quarter Next 10 Tracking report was updated in February 2019.

Engineer's Estimate versus Bids Tracking

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

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

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

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other, non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent,

PROGRAM MANAGEMENT

OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.1 billion or 46 percent lower) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced under-runs in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent March 2019 Taxpayer Oversight Committee Report, the outstanding principal balance was \$1.2 million.

Staff meets quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on January 24, 2019 to review labor reports for this quarter to ensure costs attributed to the one percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on April 17, 2019 to conduct this quarterly review.

Taxpayer Oversight Committee

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

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



PROGRAM MANAGEMENT

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

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

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

M2 FINANCING AND SCHEDULE OF FUNDING ▾

Contact: Sam Kaur, Revenue and Grants • (714) 560-5685

Revenue Forecast and Collection

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

In the past, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, as part of the FY 2016-17 budget development process, the Board approved a new sales tax forecast methodology. This methodology includes a more conservative approach by utilizing MuniServices, Inc forecast for the first five years and the three-university average for the remaining years. Historically, MuniServices, Inc. has been more conservative than the three universities over the first five years of M2 revenue collection.

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



PROGRAM MANAGEMENT

Current Forecast

Based on long-term forecasts updated in November 2018, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately \$13.1 billion. Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. This is approximately \$11.2 billion (46 percent) less than the original 2005 projection.

The actual growth rate for FY 2018 is 4.8 percent and the total net annual sales tax receipts is \$320 million, compared to the 3.3 percent growth rate assumed in the budget for FY 2018. The forecasted amount of sales tax to support the M2 Program remains at \$13.1 billion, as reported to the Board in November. For FY 2019, the assumed growth rate is 3.7 percent and the actual growth rate for M2 Program is approximately 4.5 percent growth through this quarter.

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FINANCING

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

(\$ in thousands)	Quarter Ended Mar 31, 2019	Year to Date Mar 31, 2019	Period from Inception to Mar 31, 2019
	(A)	(B)	
Revenues:			
Sales taxes	\$ 78,857	\$ 255,701	\$ 2,330,764
Other agencies' share of Measure M2 costs:			
Project related	28,040	51,326	675,636
Non-project related	-	-	454
Interest:			
Operating:			
Project related	251	85	677
Non-project related	3,348	7,870	30,982
Bond proceeds	3,796	4,693	56,011
Debt service	147	318	625
Commercial paper	-	-	393
Right-of-way leases	-	3	914
Proceeds on sale of assets held for resale	-	-	12,201
Donated assets held for resale			
Project related	-	2,071	2,071
Non-project related	-	(1,700)	371
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	<u>114,439</u>	<u>320,367</u>	<u>3,111,469</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	806	2,564	25,383
Professional services:			
Project related	8,929	19,413	364,523
Non-project related	1,137	3,181	25,182
Administration costs:			
Project related	2,432	7,292	70,473
Non-project related:			
Salaries and Benefits	1,008	2,275	24,808
Other	1,284	3,852	40,565
Other:			
Project related	21	58	4,999
Non-project related	852	863	4,870
Payments to local agencies:			
Project related	30,540	75,626	913,560
Capital outlay:			
Project related	35,848	73,000	929,702
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	8,165	8,165	50,500
Interest on long-term debt and commercial paper	10,328	20,668	178,606
Total expenditures	<u>101,350</u>	<u>216,957</u>	<u>2,633,202</u>
Excess of revenues over expenditures	<u>13,089</u>	<u>103,410</u>	<u>478,267</u>
Other financing sources (uses):			
Transfers out:			
Project related	(7,901)	(149,481)	(188,088)
Non-project related	-	-	-
Transfers in:			
Project related	(41)	801	83,501
Non-project related	-	-	-
Bond proceeds	446,032	446,032	804,625
Payment to refunded bond escrow agent	(45,062)	(45,062)	(45,062)
Total other financing sources (uses)	<u>393,028</u>	<u>252,290</u>	<u>654,976</u>
Excess of revenues over expenditures and other sources (uses)	<u>\$ 406,117</u>	<u>\$ 355,700</u>	<u>\$ 1,133,243</u>

FINANCING

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

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

FINANCING

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

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

FINANCING

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

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

\$ 733,672	\$ 475,581	\$ 258,091
53,917	4,984	48,933
<u>383,531</u>	<u>77</u>	<u>383,454</u>
1,171,120	480,642	690,478
52,185	-	52,185
<u>\$ 1,223,305</u>	<u>\$ 480,642</u>	<u>\$ 742,663</u>
		41.6%

FINANCING

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

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

FINANCING

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

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

LOCAL FAIR SHARE

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

LOCAL FAIR SHARE

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

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Apr-21
Project A	\$41.5	Jun-11	Jun-15	Nov-18	Apr-21
I-5, I-405 to SR-55	TBD	May-14	TBD	TBD	TBD
Project B	TBD	May-14	TBD	TBD	TBD
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$83.0	Jun-09	Jun-11	Dec-14	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$73.9	Jun-09	Jun-11	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	Cost/Schedule Risk \$75.5	Jun-09	Jun-11	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Jan-24
Project C & D	Cost/Schedule Risk \$196.1	Oct-11	Mar-15	Dec-19	Feb-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D	Cost/Schedule Risk \$203.1	Oct-11	Nov-14	Mar-19	Nov-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C	Cost/Schedule Risk \$164.2	Oct-11	Mar-15	Jun-20	Jul-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Jan-22	Jun-24	Dec-25
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$75.2	Sep-05	Jan-09	Aug-12	Jan-16

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

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

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

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Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Begin Environmental	Begin Design	Award Contract	Complete Construction
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-20	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.2	Jul-07	Mar-10	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Nov-14	Mar-17	Nov-17
SR-91, SR-57 to SR-55	TBD	Jan-15	TBD	TBD	TBD
Project I	Cost/Schedule Risk TBD	Jan-15	TBD	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.5	Jul-08	Jun-11	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.7	Jul-07	Apr-09	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	May-12	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23

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CAPITAL ACTION PLAN

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Red = Forecast milestone is over three months later than plan

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Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange Project M	TBD TBD	Aug-16 Aug-16	TBD TBD	TBD TBD	TBD TBD
Grade Separation Projects:					
Kraemer Boulevard Railroad Grade Separation Project O	\$70.4 \$63.8	Jan-01 Jan-01	Jan-09 Feb-09	Aug-11 Sep-11	Oct-14 Dec-14
Lakeview Avenue Railroad Grade Separation Project O	\$70.2 \$110.6	Jan-01 Jan-01	Feb-09 Feb-09	May-13 Nov-13	Mar-17 Jun-17
Orangethorpe Avenue Railroad Grade Separation Project O	\$117.4 \$108.6	Jan-01 Jan-01	Feb-09 Feb-09	May-12 Jan-13	Sep-16 Oct-16
Placentia Avenue Railroad Grade Separation Project O	\$78.2 \$64.5	Jan-01 Jan-01	Jan-09 Jan-09	Jun-11 Jul-11	Nov-14 Dec-14
Raymond Avenue Railroad Grade Separation Project O	\$77.2 \$125.1	Feb-09 Feb-09	Mar-10 Mar-10	May-13 Feb-14	Aug-18 May-18
State College Boulevard Railroad Grade Separation (Fullerton) Project O	\$73.6 \$100.3	Dec-08 Dec-08	Jul-06 Jul-06	May-13 Feb-14	May-18 Mar-18
Tustin Avenue/Rose Drive Railroad Grade Separation Project O	\$103.0 \$98.3	Jan-01 Jan-01	Feb-09 Feb-09	Aug-12 Feb-13	May-16 Oct-16
Rail and Station Projects:					
17th Street Railroad Grade Separation Project R	TBD TBD	Oct-14 Oct-14	TBD TBD	TBD TBD	TBD TBD

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

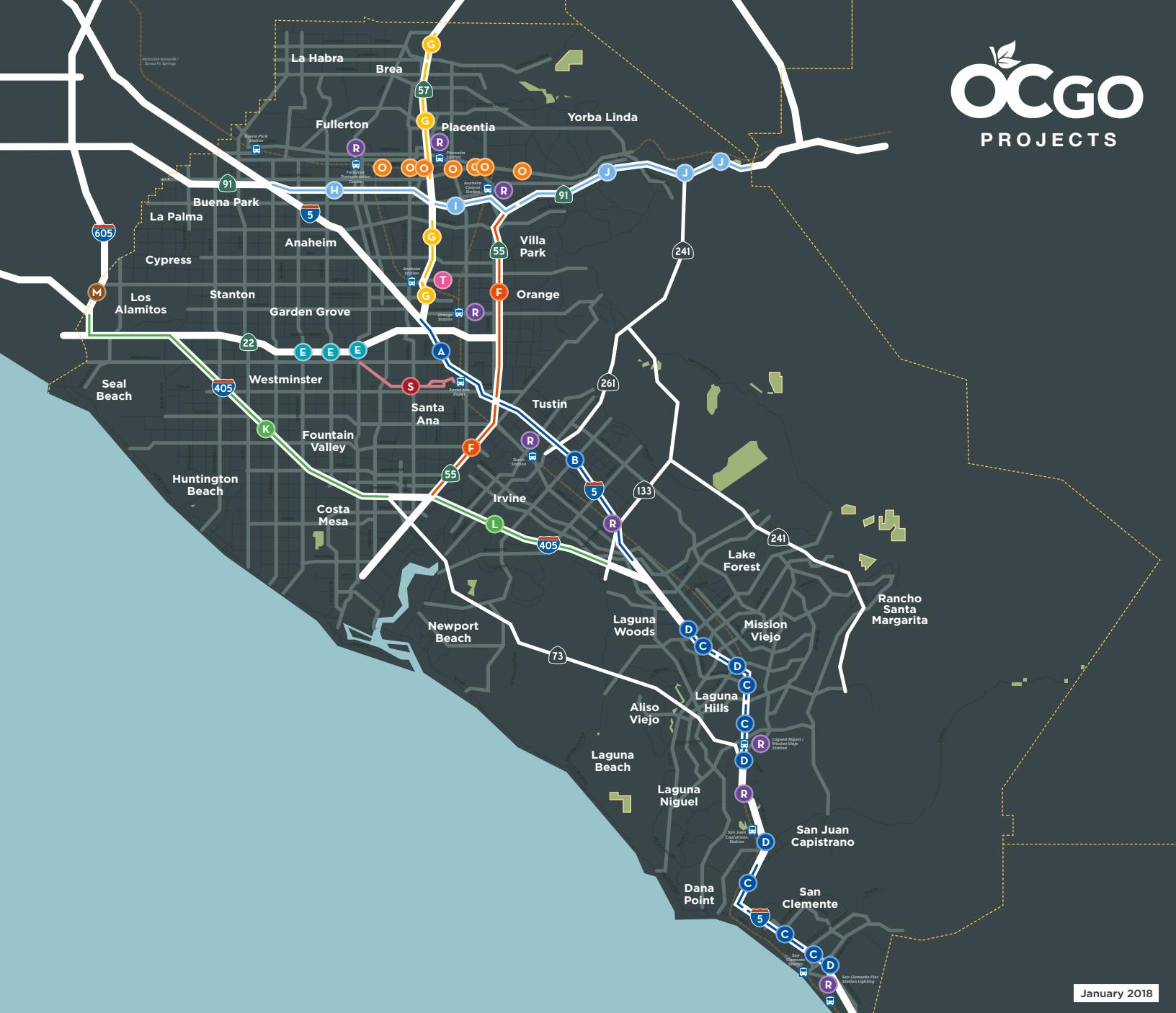
Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast			
		Begin Environmental	Begin Design	Award Contract	Complete Construction
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.9	N/A	Jan-04	Feb-11	Jan-16
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Jan-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Feb-21
Cost/Schedule Risk	\$34.1	Aug-11	Mar-15	Mar-19	Feb-21
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R Cost/Schedule Risk	\$34.8	Jan-03	Oct-08	May-20	Dec-21
Anaheim Canyon Station	\$27.9	Jan-16	Mar-19	Nov-19	Mar-21
	\$29.9	Jan-16		Feb-20	May-21
Orange Station Parking Expansion	\$33.2	Dec-09	Nov-10	Nov-16	Feb-19
	\$32.3	Dec-09	Nov-10	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Jan-12	Sep-14	Mar-17
Cost/Schedule Risk	\$4.6	N/A	Jan-12	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
	\$5.2	Jul-13	Jul-13	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Jun-09	Sep-12	Dec-14
OC Streetcar	\$424.4	Aug-09	Feb-16	Aug-18	Dec-21
Project S Cost/Schedule Risk	\$424.4	Aug-09	Feb-16	Sep-18	Feb-22

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

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January 2018

FREEWAY IMPROVEMENT PROGRAM

Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, El Toro "Y" Area to SR-55
- C** I-5, SR-73 to El Toro Road
- D** I-5, Avenida Pico to San Juan Creek Road
- E** 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
- G** SR-55, I-5 to SR-91

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** I-605 Katella Interchange Improvements

Freeway Mitigation Restoration Projects

Part of Projects A-M

Freeway Mitigation Acquisition Projects

Part of Projects A-M

STREETS & ROADS

Grade Separation Program (shown)

Signal Synchronization Project Corridors

TRANSIT PROJECTS

Grade Separation and Station Improvement Projects

Transit Extensions to Metrolink

Metrolink Station Conversion to accept Future High-Speed Rail Systems

OC GO PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Streets & Roads - Regional Capacity Program

Project Q: Local Fair Share Program

Project R: Grade crossing and Trail Safety Enhancements

Metrolink Service Expansion Program

Project U: Senior Mobility Program (SMP), Senior Non-emergency Medical Transportation Program (SNETM), and Fare Stabilization Programs

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program

Measure M2 Quarterly Progress Report for the Period of January 2019 Through March 2019



Overview

- Highlights activity, status and challenges of M2 project and program delivery including safeguards
- Reports progress on updated Next 10 Plan deliverables and risks
- Provides budget and schedule information
- Includes revenue and expenditure actuals, in addition to program projections and local allocations



ENVIRONMENTAL

A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program

A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

Program Highlights - Freeways

End of Year Eight of 30-year M2 Program;

- 12 of the 27 freeway segments are complete - \$691 million
- Three in construction and another three on the way - \$2.4 billion*
- Remaining nine in project development - \$1.64 billion
- 75,000 motorist assists by the Freeway Service Patrol



*without \$475 million non-M2 portion of Interstate 405 (I-405)

3rd Quarter Freeway Highlights

- I-5 central project: under construction
- I-5 south project: construction contract awarded
- SR-57 south project: environmental clearance complete
- I-405 project: partial bridge demolition at Fairview Road began in March 2019

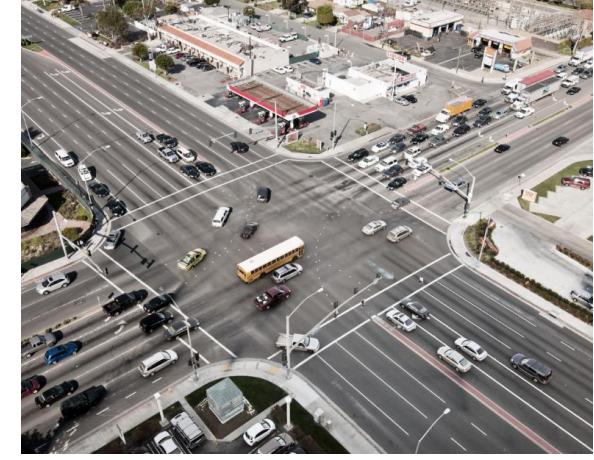


Program Highlights – Street and Roads



Approximately \$761 million provided to local jurisdictions to date:

- 141 street capacity improvement projects
- 103 signal synchronization projects
- Over \$381 million in flexible funding



3rd Quarter Highlights

- Grant applications under review for new streets and roads funding
- Final programming recommendations will be presented to the Board on June 10, 2019



Program Highlights - Transit

- \$182 million used to fund OC Metrolink service with 5.1 million annual boardings
- \$476 million invested in station and grade crossing improvements
- OC's first modern streetcar underway; 59 percent externally funded
- 20 community-based transit/circulators currently operating
- \$1 million allocated to improve 43 transit stops
- \$66 million allocated to expand mobility choices for seniors and persons with disabilities



OC STREETCAR BY THE NUMBERS

PROJECT FEATURES

OCTA BUS CONNECTIONS: 18	STREETCAR CAPACITY: UP TO 150 PEOPLE
FLEET SIZE: 8	DAILY TRAIN CONNECTIONS AT SARTC: 65+
FREQUENCY: 10-15 MINUTES	
STOPS: 10 (IN EACH DIRECTION)	
ROUTE: 4.15 MILES (in each direction)	



3rd Quarter Transit Highlights

- Laguna Niguel to San Juan Capistrano Passing Siding: construction contract awarded
- Orange Transportation Center Parking Structure: dedication ceremony on February 19, 2019
- OC Streetcar: Full notice to proceed issued to contractor
- Safe Transit Stops: grant applications reviewed to fund amenities at the busiest bus stops



Program Highlights - Environmental

Environmental Cleanup Program

- \$48 million allocated for 179 water quality improvement projects
 - 2,600 40-foot shipping containers of trash captured to date

Freeway Environmental Mitigation Program

- 1,300 acres of open space preserved and 350 acres restored
- Receipt of biological and water quality permits streamlining freeway projects
- Endowment established to protect acquired lands in perpetuity
- Finalized the remaining conservation properties resource management plans



3rd Quarter Environmental Highlights

- Ninth water quality call for projects released in March
- Programming recommendations anticipated in the fall



Program Outlook

Sales tax revenue actuals exceeded assumptions

- Trend indicating higher construction costs realized
- Caltrans resources constrained for oversight and support
- Coordination with SB 1 projects (Chapter 5, Statutes of 2017)
- El Toro Interchange Project – no simple fix
- Freeway funding sign revisions



Freeway Funding Signs



1



2



3



4



PMO Activities

- Market conditions monitoring and tracking underway
- Triennial performance assessment: fourth assessment complete, implementation of recommendations for enhancements underway



Summary

- Resource for information on all aspects of M2 Plan and activities
- Status of Next 10 Plan delivery progress
- Success and challenges of M2 implementation
- Transparent and fulfills Ordinance No. 3 requirements
- Available to the public via the OCTA website:
<http://octa.net/Projects-and-Programs/OC-Go/Documents-and-Reports/>



Information Items



June 3, 2019

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson".

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2019 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program call for projects in August 2018. This call for projects made available Measure M2 competitive grant funding for regional roadway capacity and signal synchronization projects countywide. A list of projects recommended for funding is presented for Board of Directors' review and approval.

Recommendations

- A. Approve the award of \$.835 million in 2019 Regional Capacity Program funds to one local agency project.
- B. Approve the award of \$7.695 million in 2019 Regional Traffic Signal Synchronization Program funds to five local agency projects.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive funding program through which the Orange County Transportation Authority (OCTA) supports streets and roads capital improvement projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 competitive program, which provides funding for signal synchronization projects. Both programs are included in the Comprehensive Transportation Funding Programs (CTFP). The CTFP allocates funds through an annual competitive call for projects (call) based on a common set of guidelines and scoring criteria that are developed in collaboration with the OCTA Technical Advisory Committee (TAC) and are ultimately approved by the OCTA Board of Directors (Board). The guidelines for the 2019 call were approved, and the call was authorized by the Board on August 13, 2018.

Discussion

RCP

As of the call due date (October 18, 2018), OCTA received seven applications requesting a total of \$8.252 million in RCP funding. All applications were reviewed for eligibility, consistency, adherence to the guidelines, and overall M2 Program objectives. Applications were evaluated and ranked as per the scoring criteria identified in the approved program guidelines. During the review process, staff worked with local agencies to address technical issues, such as application scoring corrections, scope clarifications, and refinement of final project funding requests.

Based upon these reviews, Attachment A includes programming recommendations per the 2019 CTFP Guidelines. Staff is recommending that OCTA award \$.835 million in RCP funds to the City of Garden Grove for the Euclid Street/Westminster Avenue intersection project. Attachment B provides a narrative and rationale for projects that applied for RCP funds, but were not recommended for funding.

It should also be noted that during this call cycle, the volume of RCP applications submitted for consideration was significantly lower than what has traditionally been submitted. Based upon staff research, it appears that the following trends may have contributed to this result:

- SB 1 (Chapter 5, Statutes of 2017) diverted local agencies' attention and local match resources away from the RCP in order to secure new state resources;
- Many M2 RCP-funded projects are either in planning, engineering, and/or right-of-way acquisition phases, which suggests that local agencies are actively involved in current project development efforts rather than focusing on developing new projects.

Staff has completed a review of unfunded project phases identified by local agencies in OCTA's M2 project database. Based upon this analysis, there is approximately \$191 million in unfunded project phases identified in the near term (through fiscal year {FY} 2022-23), which, if applied for, can potentially be considered for funding in future calls. This finding, coupled with the observations listed above, suggests that the low call volume experienced within the RCP is likely an anomaly rather than a structural shift in project delivery efforts occurring in Orange County. In fact, since inception of M2, OCTA has allocated approximately \$271 million in M2 RCP funds, which have funded approximately 146 projects. Nevertheless, staff will continue to monitor these and other economic and project development trends over the next year and assess whether future guideline modifications may be required.

RTSSP

With respect to the RTSSP, OCTA received six applications requesting \$8.761 million in funding. All of these applications were also reviewed for eligibility, consistency, and adherence to guidelines and overall program objectives. Staff worked with local agencies to address technical issues primarily related to construction unit cost refinements, as well as project scope clarifications.

Staff's recommendation is to program \$7.695 million to fund the five projects that fall within available Project P funding. Two of the recommended RTSSP projects will be implemented in FY 2019-20, with the remaining three projects starting in FY 2020-21. The details of projects recommended for funding for the RTSSP are shown in Attachment C. Attachment B also includes a narrative and rationale for why one RTSSP application was not recommended for funding.

The table below provides an overall summary of the funding recommendations:

2019 CTFP Call Summary (\$ in millions)			
	RCP	RTSSP	Total
Number of Applications Recommended for Approval	1	5	6
Amount Recommended for Approval (escalated)	\$835	\$7.695	\$8.530

Recommendations presented in this staff report are consistent with the 2019 guidelines approved by the Board. As such, staff recommends programming \$8.530 million for six projects under the RCP and RTSSP.

In March, these programming recommendations were presented to OCTA's Technical Steering Committee and TAC. After some discussion related to unfunded projects, both committees approved the recommendations¹.

¹ It should be noted that at the TAC, the City of Laguna Beach voted not to support these programming recommendations citing its opposition to OCTA's finding that its application was incomplete due to it having not complied with project readiness requirements specified in the CTFP Guidelines (with respect to securing appropriate environmental approvals) at the time of the application's submittal.

Next Steps

If the Board approves these programming recommendations, they will be deemed final, and staff will initiate execution of master funding agreements between OCTA and appropriate local agencies. Once these agreements are executed, awarded local agencies will be authorized to seek M2 reimbursement for their respective eligible project costs. As these projects advance, staff will monitor their status and project delivery through the semi-annual review process, which is reported to the Board on a biannual basis. Staff will also initiate efforts to start developing the 2020 call, which is anticipated to be released in fall 2019 and finalized (with programming award recommendations) in late spring 2020.

Summary

Proposed programming recommendations for the 2019 RCP and RTSSP call have been developed. Funding for six projects totaling \$8.530 million in M2 funds is proposed. Board approval of these recommendations is requested.

Attachments

- A. 2019 Measure M2 Regional Capacity Program Call for Projects, Programming Recommendations
- B. 2019 Regional Capacity Program and Regional Traffic Signal Synchronization Program Call Applications Not Recommended for Funding
- C. 2019 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects, Programming Recommendation

Prepared by:



Joseph Alcock
Section Manager, Local Programs
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Approved by:



Kia Mortazavi
Executive Director, Planning
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2019 Measure M2 Regional Capacity Program Call for Projects
Programming Recommendations

ATTACHMENT A

Agency	Project	Fund	Phase	Score	Award
Garden Grove	Euclid Street/Westminster Avenue	ICE	C	56	\$ 834,721*
				Total	\$ 834,721

UNFUNDED (City Ineligible For Measure M2 Net Revenues)

Santa Ana	Fairview (17th Street to Trask Avenue)	ACE	E
Santa Ana	Bristol Street at Memory Lane Intersection	ICE	C

UNFUNDED (Application Incomplete - Environmental Approval Required)

Irvine	University Drive (Ridgeline to I-405)	ACE	C
Laguna Beach	Coast Highway at Broadway	ICE	C

UNFUNDED (Application Incomplete - ROW Justification Not Available)

Newport Beach	PCH/Old Newport Boulevard	ACE	R
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UNFUNDED (Ineligible - Does Not Meet Project O Definition)

Newport Beach	West Coast Highway/Superior (Balboa) Phase 2	ICE	E
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* Award recommendation based upon revised budget submitted by applicant as a result of qualitative reviews and cooperative adjustments.

Acronyms:

- E - Engineering
- R - Right-of-Way
- C - Construction
- ACE - Arterial Capacity Enhancements
- ICE - Intersection Capacity Enhancements
- PCH - Pacific Coast Highway
- I-405 - Interstate 405

**2019 Regional Capacity Program and Regional Traffic Signal Synchronization
Program Call Applications Not Recommended for Funding**

Regional Capacity Program:

Project applications submitted by the cities of Irvine and Laguna Beach were reviewed, but are not recommended for funding. These projects do not meet the environmental approval threshold, specified in the CTFP Guidelines, which state that "OCTA will not consider any projects for funding for right-of-way or construction without final adopted project level environmental clearance documentation at the time of the application." This requirement is intended to ensure timely implementation of projects.

Each of these applications may be resubmitted and considered in the next funding round should they obtain appropriate environmental and city project approvals prior to submittal of their next grant funding requests. The next RCP funding cycle is anticipated to be released in fall 2019.

Two projects in the City of Newport Beach (Newport Beach) were also not recommended for funding. Pacific Coast Highway/Old Newport Boulevard is not recommended for funding due to a lack of clear documentation justifying the project's specific right-of-way (ROW) requirements and proposed mitigation measures. In addition, a significant element of the project includes acquisition of state-owned ROW that has not been determined as available. Newport Beach's second project, West Coast Highway/Superior (Balboa) was also not recommended for funding due to the project's primary improvements being focused upon a grade-separated bicycle and pedestrian bridge, rather than on clear quantifiable traffic improvements to the Master Plan of Arterial Highways. Given this project's emphasis on active transportation improvements, it is suggested that Newport Beach apply for funding for this project under other programs, which are more focused on active/pedestrian transportation improvement objectives.

Two project applications submitted by the City of Santa Ana (Santa Ana) were initially recommended for funding by both the Orange County Transportation Authority Technical Steering Committee (TSC) and Technical Advisory Committee (TAC). However, based upon the Board of Director's (Board) May 13, 2019 determination that Santa Ana is ineligible to receive net M2 revenues, these projects cannot be considered for M2 funding at this time. This has resulted in the TSC and TAC's programming recommendations for the RCP being revised downward from \$2.14 million to \$.835 million. Santa Ana will be able to compete in future calls. However, allocation of M2 funds would depend upon reestablishment of Santa Ana's eligibility to receive net M2 revenues.

**2019 Regional Capacity Program and Regional Traffic Signal Synchronization
Program Call Applications Not Recommended for Funding**

Regional Traffic Signal Synchronization Program:

A project application submitted by the City of Buena Park for La Palma Avenue was reviewed, but is not recommended for funding. This project was not competitive enough to warrant accelerating programming commitments beyond the Board's originally authorized amount of \$8.0 million.

2019 Measure M2 Regional Traffic Signal Synchronization Program Call For Projects
Programming Recommendations

Agency	Lead Agency	Fiscal Year	Project	Scores	Primary Implementation	Operations & Maintenance	Award
Fullerton	Fullerton	19/20	Harbor Boulevard Corridor	62	\$ 2,105,395	\$ 69,600	\$ 2,174,995
Irvine	Irvine	19/20	MacArthur Boulevard Corridor	61	\$ 1,209,160	\$ 49,280	\$ 1,258,440
Irvine	OCTA	20/21	Red Hill Avenue Corridor TSSP	55	\$ 1,613,352	\$ 62,720	\$ 1,676,072
Lake Forest	OCTA	20/21	Lake Forest Drive TSSP	55	\$ 1,395,563	\$ 46,080	\$ 1,441,643
Aliso Viejo	OCTA	20/21	Aliso Creek Road TSSP	50	\$ 1,103,658	\$ 40,320	\$ 1,143,978
Project eligible but below funding line				Total	\$ 7,695,128		
Buena Park				19/20	La Palma Avenue TSSP		

Acronyms:

OCTA - Orange County Transportation Authority
TSSP - Traffic Signal Synchronization Program



June 3, 2019

A handwritten signature in blue ink that reads "Darrell E. Johnson".

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019

Overview

The Orange County Transportation Authority recently completed the March 2019 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

- A. Approve adjustments to the Comprehensive Transportation Funding Programs projects and Local Fair Share funds.
- B. Authorize the Chief Executive Officer, or his designee, to execute Cooperative Agreement No. C-9-1380 between the Orange County Transportation Authority and the City of Brea to administer Measure M2 grant funds, in an amount not to exceed \$13,114,578, for the construction and landscaping components of the State Route 57 Lambert Road Interchange Project to establish appropriate roles and responsibilities.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism which the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects.

The CTFP contains a variety of funding programs and sources, including Measure M2 (M2) revenues, State-Local Partnership Program funds, and Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

OCTA meets with representatives from local agencies on a regular basis to review the status of projects and proposed project changes. This process is known as the semi-annual review. The goals of the semi-annual review are to review project status, determine the continued viability of projects, address local agency concerns, confirm availability of local match funds, and ensure timely closeout of all projects funded through the CTFP.

Discussion

The March 2019 semi-annual review proposed adjustments include two delays, 14 timely use of funds extensions for CTFP projects, 14 timely use of funds extensions for the Local Fair Share Program, six scope changes, one project transfer, and five cancellations. Adjustments are itemized in Attachment A and described in Attachment B.

Local agencies identified several reasons for semi-annual review proposed project adjustments, which included the following:

- Delays (federal funding coordination, utility coordination, and right-of-way coordination),
- Extensions (design issues, project closeout delays, staffing changes, delays in obtaining plan approvals and/or permits, right-of-way issues, and contract amendment timing issues),
- Scope changes (utility coordination, enhanced project benefits, conduit capacity constraints, stakeholder coordination issues, and equipment installed as part of another capital improvement project),
- Transfers (project savings), and
- Cancellations (right-of-way issues, low ridership, design issues, unable to acquire required permits or certifications, and utility coordination issues).

The reasons identified above are consistent with expectations for a March semi-annual review cycle, which is typically influenced by encumbrance timing constraints and fund expenditure deadlines. The September semi-annual review cycle generally sees more project phasing and scope adjustments.

Also provided for reference is an M2 CTFP summary table. Since M2 inception, OCTA has awarded a total of \$490 million in competitive funds, including \$36.5 million through state and federal funds. Changes to this original allocation amount reflect the reduction in programming of approximately \$4.5 million, resulting in a total revised allocation of \$485.5 million, as of March 31, 2019.

M2 CTFP Summary Table					
Project Status	September 2018 Semi-Annual Review		March 2019 Semi-Annual Review		
	Project Phases	Allocation	Project Phases	Allocations ¹ (after adjustments)	
Planned ²	95	\$ 84.5	69	64.2	
Started ³	138	\$ 209.7	128	183.4	
Pending ⁴	71	\$ 28.5	73	60.4	
Completed ⁵	308	\$ 142.4	337	154.8	
Cancelled ⁶	33	\$ 20.4	39	22.7	
Total	645	\$ 485.5	645	485.5	

1. Allocations in millions, pending Board of Directors (Board) approval of the March 2019 semi-annual review.

2. Planned - indicates that funds have not been obligated and/or are pending contract award.

3. Started - indicates that the project is underway and funds are obligated.

4. Pending - indicates that the project work is completed and the final report submittal/approval is pending.

5. Completed - indicates that the project work is complete, final report approved, and final payment has been made.

6. Cancelled - indicates that the project work will not be completed (project savings will be returned to the program).

Local agencies have made significant progress since the last review to deliver and closeout CTFP projects. For example, 26 project phases are now underway. Additionally, 29 project phases were completed between September 2018 and March 2019, and \$2.3 million in cancelled projects were reconciled and closed out. Additional progress not reflected in the table includes over \$1 million in program savings due to completed projects. This brings the cumulative program savings to an estimated \$34 million, including savings from both completed and cancelled projects.

Other Actions

Staff is also requesting authorization for OCTA's Chief Executive Officer, or his designee, to negotiate and execute a separate cooperative agreement between OCTA and the City of Brea (Brea) to administer M2 grant funds for the State Route 57 Lambert Road Improvement Project (Project). Brea's original M2 CTFP application was focused upon implementing Phase I improvements of the larger project. Subsequent to the awarding of M2 funds, the California Transportation Commission (CTC) approved programming of \$65.7 million from the Transportation Corridor Enhancement Program/SB 1 (Chapter 5, Statutes of 2017) and other Federal grant programs to fund the entire Project. As such, significant components of the Project will be led by the California Department of Transportation. The intent of the proposed cooperative agreement between OCTA and Brea is to specify those components of the Project for which Brea will be responsible, implement Brea's proposed changes to the M2 grant funds (to accommodate the CTC award) and to simplify the

review and reimbursement processes while maintaining transparency and the overall requirements of M2.

Based upon review of the March 2019 semi-annual review proposed project adjustments and trends, staff has determined that these changes are consistent with prior semi-annual review requests and appropriate from a CTFP administration perspective. These changes have also been reviewed and approved by the Technical Advisory Committee. Therefore, Board approval of the semi-annual review adjustments is recommended. Upon Board approval of these adjustments, staff will monitor the implementation of these proposed changes through future semi-annual reviews, which are conducted and reported to the Board biannually.

Summary

OCTA has recently reviewed the status of 351 active project phases funded through the M2 CTFP. Staff recommends the approval of semi-annual review project adjustments requested by local agencies for this semi-annual review cycle.

Attachments

- A. Comprehensive Transportation Funding Programs, March 2019 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs, March 2019 Semi-Annual Review Adjustment Request Descriptions
- C. Term Sheet Cooperative Agreement Between the Orange County Transportation Authority and the City of Brea for the State Route 57 and Lambert Road Interchange Project

Prepared by:



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Approved by:



Kia Mortazavi
Executive Director, Planning
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Comprehensive Transportation Funding Programs
 March 2019 Semi-Annual Review Adjustment Requests

Delay Request(s)								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Delay (Months)	Proposed FY
Mission Viejo	18-MVJO-ACE-3904 ¹	O	La Paz Bridge and Road Widening from Muirlands to Chrisanta	CON	18/19	\$ 3,300,843	12	19/20
Santa Ana	18-SNTA-ACE-3908 ^{2,3}	O	Warner Avenue Improvements from Main Street to Oak Street	CON	18/19	\$ 4,629,750	24	20/21
Delays - Total Phase Allocations (2)							\$ 7,930,593	

Reasons for Project Adjustments

1. Federal funding coordination
2. Utility coordination
3. Right-of-Way coordination

Comprehensive Transportation Funding Programs
March 2019 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - Comprehensive Transportation Funding Programs*								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Time Extension (Months)	Proposed Expenditure Deadline
Anaheim	16-ANAH-ACE-3801 ¹	O	Lincoln Avenue (Harbor Boulevard to West Street)	ROW	16/17	\$ 10,174,241	24	10/25/2021
Brea	14-BREA-TSP-3702 ²	P	Birch Street/Rose Drive Corridor Traffic Signal Synchronization	O&M	16/17	\$ 47,120	24	6/21/2021
Costa Mesa	15-CMSA-ACE-3766 ³	O	West 17th Street Widening	ENG	15/16	\$ 262,500	12	6/7/2020
Irvine	16-IRVN-TSP-3791 ³	P	Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization	IMP	16/17	\$ 1,714,560	24	4/24/2022
Irvine	16-IRVN-TSP-3791 ³	P	Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization	O&M	17/18	\$ 109,440	24	6/21/2023
Irvine	16-IRVN-TSP-3792 ³	P	Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization	IMP	16/17	\$ 1,353,580	24	4/10/2022
Irvine	16-IRVN-TSP-3792 ³	P	Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization	O&M	17/18	\$ 86,400	24	6/21/2023
La Habra	15-LHAB-TSP-3773 ⁴	P	Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization	IMP	15/16	\$ 2,547,918	24	5/2/2021
La Habra	15-LHAB-TSP-3773 ⁴	P	Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization	O&M	16/17	\$ 212,083	24	5/2/2021
Laguna Niguel	15-LNIG-ACE-3775 ^{4,5}	O	Crown Valley Parkway Westbound Widening from Interstate 5 to Oso Creek	ENG	15/16	\$ 922,000	24	4/19/2021
OCTA	15-OCTA-TSP-3774 ⁶	P	Alicia Parkway Traffic Signal Synchronization	IMP	15/16	\$ 1,754,400	24	6/15/2021
OCTA	15-OCTA-TSP-3778 ⁶	P	Coast Highway Traffic Signal Synchronization	IMP	16/17	\$ 1,713,770	24	6/25/2021
OCTA	15-OCTA-TSP-3786 ⁶	P	Westminster Avenue/17th Street Corridor Traffic Signal Synchronization	IMP	15/16	\$ 2,704,902	24	6/27/2021
Santa Ana	15-SNTA-ACE-3785 ¹	O	Fairview Street Widening	ENG	15/16	\$ 185,100	24	5/15/2021
Comprehensive Transportation Funding Programs Timely Use of Funds Extensions (14) - Total Phase Allocations							\$ 23,788,014	

Reasons for Project Adjustments

- 1. Design issue
- 2. Project closeout delays
- 3. Staffing changes
- 4. Delays in obtaining necessary plan approvals and/or permits
- 5. ROW issues
- 6. Contract amendment timing issues

*Once obligated Comprehensive Transportation Funding Programs funds expire 36 months from the contract award date. Local agencies may request a one-time extension of up to 24 months.

Comprehensive Transportation Funding Programs
March 2019 Semi-Annual Review Adjustment Requests

Timely-Use of Funds Extension Requests - LFS*						
Agency	FY	Disbursement Date	Disbursement	Proposed Extension Amount	Proposed Interest Extension Amount	Extension Deadline
Costa Mesa	15/16	5/17/2016	\$ 325,208	\$ 325,208	\$ -	5/17/2021
		6/30/2016	\$ 422,051	\$ 422,051	\$ -	6/30/2021
	16/17	9/13/2016	\$ 408,371	\$ 408,371	\$ -	9/13/2021
Santa Ana	15/16	3/16/2016	\$ 368,068	\$ 368,068	\$ -	3/16/2021
		5/18/2016	\$ 626,030	\$ 626,030	\$ -	5/18/2021
	16/17	7/13/2016	\$ 812,453	\$ 812,453	\$ -	7/13/2021
Seal Beach	15/16	3/15/2016	\$ 67,279	\$ 67,279	\$ -	3/15/2020
		5/17/2016	\$ 55,317	\$ 55,317	\$ -	5/17/2020
		6/30/2016	\$ 71,789	\$ 71,789	\$ -	6/30/2020
	16/17	9/13/2016	\$ 64,316	\$ 64,316	\$ -	9/13/2020
Yorba Linda	15/16	3/15/2016	\$ 164,702	\$ 164,702	\$ -	3/15/2021
		5/17/2016	\$ 135,419	\$ 135,419	\$ -	5/17/2021
		6/30/2016	\$ 175,745	\$ 175,745	\$ -	6/30/2021
	16/17	9/13/2016	\$ 157,959	\$ 157,959	\$ -	9/13/2021
LFS Timely Use of Funds Extensions (14) - Total			\$ 3,854,707			

*Net revenues received by local jurisdictions through the LFS Program shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds. The Orange County Transportation Authority uses the check date as the date of receipt of funds. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from the date of receipt of funds. Requests for extension must include a plan of expenditure.

Comprehensive Transportation Funding Programs
March 2019 Semi-Annual Review Adjustment Requests

Scope Change Requests							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Brea	16-BREA-FAST-3802 ¹	O	State Route 57 and Lambert Road Interchange Improvements Project	ROW	17/18	\$ 5,929,200	\$ 5,212,800
Brea	18-BREA-FAST-3895 ²	O	State Route 57 and Lambert Road Interchange Improvements Project Phase	CON	18/19	\$ 12,398,178	\$ 13,114,578
Irvine	16-IRVN-TSP-3791 ³	P	Irvine Center Drive/Edinger Avenue Signal Synchronization Project	IMP	16/17	\$ 1,714,560	\$ 1,714,560
Irvine	16-IRVN-TSP-3792 ³	P	Von Karman Avenue/Tustin Ranch Road Signal Synchronization Project	IMP	16/17	\$ 1,353,580	\$ 1,353,580
OCTA	15-OCTA-TSP-3778 ⁴	P	Coast Highway Traffic Signal Synchronization Project	O&M	16/17	\$ 1,713,770	\$ 1,713,770
OCTA	18-OCTA-TSP-3894 ⁵	P	Katella Avenue/Villa Park Road/Santiago Canyon Road RTSSP	O&M	18/19	\$ 1,476,291	\$ 1,476,291
Scope Changes (6) - Total Phase Allocations						\$ 24,585,579	\$ 24,585,579

Reasons for Project Adjustments

1. Utility coordination
2. Enhanced project benefits
3. Conduit capacity constraints
4. Stakeholder coordination issues
5. Equipment installed as part of another capital improvement project

Comprehensive Transportation Funding Programs
March 2019 Semi-Annual Review Adjustment Requests

Transfer Requests								
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Transfer Amount	Proposed Allocation
Orange	15-ORNG-ICE-3780 ¹	O	Tustin Street and Chapman Avenue Intersection Widening	ENG	15/16	\$ 105,000	\$ (48,098.77)	\$ 56,901.23
				ROW	16/17	\$ 138,750	\$ 48,098.77	\$ 186,848.77
Transfer Requests (1) - Total Project Allocations						\$ 243,750	\$ -	\$ 243,750

Reasons for Project Adjustment

1. Project savings in earlier phases/years can support work in later awarded phases/years

Comprehensive Transportation Funding Programs
 March 2019 Semi-Annual Review Adjustment Requests

Cancellation Requests							
Agency	Project Number	Project	Project Title	Phase	Current FY	Current Allocation	Proposed Allocation
Costa Mesa	16-CMSA-ACE-3804 ¹	O	Wilson Street Widening from College Avenue to Fairview Road	ENG	18/19	\$ 281,250	\$ 0
Lake Forest	16-LFOR-CBT-3830 ²	V	Shuttle Service between train Station and Oakley	O&M	18/19M	\$ 303,240	\$ 0
Newport Beach	14-NBCH-ECP-3735 ^{3,4}	X	Corona del Mar Water Quality Improvement and Litter Removal	CON	14/15	\$ 250,000	TBD *
Santa Ana	15-SNTA-ACE-3787 ^{4,5}	O	Bristol Street Widening - Civic Center Drive to Washington Avenue	CON	18/19	\$ 2,485,597	\$ 0
Santa Ana	15-SNTA-ACE-3788 ^{4,5}	O	Bristol Street Widening - Warner Avenue to Street Andrew Place	CON	18/19	\$ 5,629,845	\$ 0
Cancellations (5) - Total Phase Allocations							\$ 8,949,932
							TBD

Reasons for Project Adjustments

1. Right-of-Way Issue
2. Low ridership
3. Design plans no longer feasible nor effective
4. Unable to acquire required permits or certifications
5. Utility coordination issues

* In process of evaluating final report to determine eligible expenditures

**Comprehensive Transportation Funding Programs
March 2019 Semi-Annual Review Adjustment Request Descriptions**

Delays

Local agencies may request a one-time delay of up to 24-months to obligate funds. During the March 2019 semi-annual review cycle, the following delay requests were submitted.

The City of Mission Viejo (Mission Viejo) is requesting a 12-month delay for the construction (CON) phase of the La Paz Bridge and Road widening from Muirlands to Chrisanta project (18-MVJO-ACE-3904). This project includes federal grant funding, and Mission Viejo is requesting a delay due to unforeseen delays in the federal authorization process. The additional time will bring the timing for the Measure M2 (M2) grant funding in line with the federal grant funding.

The City of Santa Ana (Santa Ana) is requesting a 24-month delay for the CON phase of the Warner Avenue Improvements from Main Street to Oak Street project (18-SNTA-ACE-3908). Santa Ana is requesting a delay due to ongoing right-of-way (ROW) negotiations. The additional time will allow Santa Ana to complete negotiations and begin construction once utilities relocations have been completed.

Comprehensive Transportation Funding Programs (CTFP) Timely use of Funds Extensions

Once obligated, CTFP funds expire 36 months from the contract award date. Local agencies may request a one-time extension of up to 24-months. During this semi-annual review cycle, the following timely use of funds extension requests were submitted.

The City of Anaheim (Anaheim) is requesting a 24-month timely use of funds extension for the ROW phase of the Lincoln Avenue Widening Improvements from Harbor Boulevard to West Street project (16-ANAH-ACE-3801), from October 2019 to October 2021. Recently, Anaheim received a 24-month time extension approval for the engineering (ENG) phase of this project, and additional time is required to coordinate final design plans before completing ROW.

The City of Brea (Brea) is requesting a 24-month timely use of funds extension for the operations and maintenance (O&M) phase of the Birch Street/Rose Drive Corridor Traffic Signal Synchronization Project (14-BREA-TSP-3702), from June 2019 to June 2021. The additional time will enable Brea to complete outstanding O&M tasks and closeout the project.

The City of Costa Mesa is requesting a 12-month timely use of funds extension for the ENG phase of the West 17th Street Widening Project (15-CMSA-ACE-3766), from June 2019 to June 2020. Additional time is required due to staffing changes, which delayed the design review process.

Comprehensive Transportation Funding Programs

March 2019 Semi-Annual Review Adjustment Request Descriptions

The City of Irvine (Irvine) is requesting a 24-month timely use of funds extension for both the primary implementation (IMP) and ongoing maintenance and monitoring phases of the Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization Project (16-IRVN-TSP-3791), from April 2020 to April 2022, and June 2021 to June 2023, respectively. The request is due to staffing changes that contributed to the protracted length of time for construction.

Irvine is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization project (16-IRVN-TSP-3792) from April 2020 to April 2022, and June 2021 to June 2023, respectively. The request is due to staffing changes that contributed to the protracted length of time for construction.

The City of La Habra is requesting a 24-month timely use of funds extension for both the IMP and O&M phases of the Imperial Highway/State Route 90 Corridor Traffic Signal Synchronization Project (15-LHAB-TSP-3773) from May 2019 to May 2021. The extension is being requested to allow sufficient time to comply with state requirements.

The City of Laguna Niguel is requesting a 24-month timely use of funds extension for the ENG phase of the Crown Valley Parkway Westbound Widening from Interstate 5 to Oso Creek Project (15-LNIG-ACE-3775), from April 2019 to April 2021. The request is due to delays in obtaining necessary approvals from the County of Orange, and delays in establishing and acquiring the ROW needed to construct the project.

The Orange County Transportation Authority (OCTA), as administrative lead, is requesting three 24-month timely use of funds extensions from June 2019 to June 2021, for the IMP phase for the following projects. The request is due to delays in issuing contract amendments.

- Alicia Parkway Traffic Signal Synchronization Project (15-OCTA-TSP-3774).
- Coast Highway Traffic Signal Synchronization Project (15-OCTA-TSP-3778).
- Westminster Avenue/17th Street Traffic Signal Synchronization Project (15-OCTA-TSP-3786).

The City of Santa Ana is requesting a 24-month timely use of funds extension for the ENG phase of the Fairview Street Widening Project (15-SNTA-ACE-3785), from May 2019 to May 2021. The extension request will provide additional time to complete the environmental process and design phase.

Local Fair Share Timely use of Funds Extensions

The City of Costa Mesa is requesting a 24-month timely use of funds extension of \$1,155,630. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

Comprehensive Transportation Funding Programs
March 2019 Semi-Annual Review Adjustment Request Descriptions

Santa Ana is requesting a 24-month timely use of funds extension of \$1,806,551. The funds being considered for extension were disbursed in three separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Seal Beach is requesting a 12-month timely use of funds extension of \$258,701. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

The City of Yorba Linda is requesting a 24-month timely use of funds extension of \$633,825. The funds being considered for extension were disbursed in four separate installments and must be expended by the extension deadlines provided in Attachment A.

Scope Changes

Agencies may request minor scope changes for CTFP projects if they can assure that project benefits, as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted.

The City of Brea (Brea) is requesting a scope change for the State Route 57 (SR-57) and Lambert Road Interchange Improvements Project. For the ROW phase (16-BREA-FAST-3802), Brea requests that the utility relocation tasks are removed and re-scoped into the CON phase (18-BREA-FAST-3895), along with the corresponding associated costs as outlined in the application. Under the CTFP Guidelines, this is an eligible activity that can be funded under either the ROW or CON phase. The scope change will enable Brea to complete the utility relocations concurrent with the construction staging efforts.

The CON phase (18-BREA-FAST-3895) was originally approved for Phase I of a planned multi-phase project. Since then, Brea has successfully secured non-M2 funding to enable construction of the complete interchange project. Therefore, Brea is requesting the project description and boundary from the original Phase I be modified to encompass improvements to the entire project.

The Phase I application did not evaluate all aspects of the complete project. The cooperative funding agreement between Brea and the California Department of Transportation (Caltrans) specifies which activities will utilize state, local, and M2 funds. Most of the identified local and M2-funded activities are eligible under the CTFP, subject to certain limitations. It is Brea's desire to utilize the identified local and M2-funded activities for CTFP funding and the state funded activities as the qualifying match commitment.

Additionally, the CON phase includes costs associated with the landscaping of the project, which will be completed subsequent to the CON phase. The CON phase is expected to end in fiscal year (FY) 2022-23 with landscaping completed in FY 2023-24. Therefore, based on timing, Brea is requesting that these costs be separated out into FY 2022-23.

Comprehensive Transportation Funding Programs

March 2019 Semi-Annual Review Adjustment Request Descriptions

Lastly, considering the complexity of this project, the overmatch that is being provided, and the overall benefit to both the Lambert Road interchange and SR-57, Brea is requesting that M2 funding be administered by OCTA through a separate cooperative agreement that will simplify the review and reimbursement process while maintaining transparency and the requirements of M2.

The City of Irvine (Irvine) is requesting scope changes for IMP phases of the following two projects. These scope changes will enable Irvine to install video detection as proposed in the application.

- Irvine Center Drive/Edinger Avenue Traffic Signal Synchronization Project (16-IRVN-TSP-3791). The scope change involves installing new traffic signal conduits at several project locations along Irvine Center Drive. Additionally, Irvine is requesting to replace existing traffic signal single conductors with new traffic signal cables for Irvine Center Drive at Orange Tree due to conduit capacity constraints.
- Von Karman Avenue/Tustin Ranch Road Traffic Signal Synchronization Project (16-IRVN-TSP-3792). The scope change involves installing new traffic signal conduit at Von Karman Avenue/Morse Avenue due to conduit capacity constraints.

OCTA, as administrative lead, is requesting scope changes for IMP phases the following two projects.

- Coast Highway Traffic Signal Synchronization Project (15-OCTA-TSP-3778). The scope change involves removing the dynamic message sign line item from the project due to coordination issues with Caltrans. The savings from this item is to be repurposed to complete a communications gap closure. This addition will allow communications to the City's of Newport's Traffic Management Center at City Hall, and between the Coast Highway and Newport Boulevard sub-network on the Balboa Peninsula.
- Katella Avenue/Villa Park Road/Santiago Canyon Road Traffic Signal Synchronization Project (18-OCTA-TSP-3894). The scope change is comprised of removing equipment such as controllers, cabinets, and fiber-optic enclosures at locations which have already been updated by other city-led projects. The request is to utilize those savings for communications equipment, an extended cabinet foundation, cameras, and video detection which will further enhance the safety and efficiency of the corridor.

Comprehensive Transportation Funding Programs

March 2019 Semi-Annual Review Adjustment Request Descriptions

Transfers

The CTFP Guidelines allow agencies to request to transfer 100 percent of savings of funds between subsequent phases within a project. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review. During this review cycle, the following transfer request was submitted.

The City of Orange is requesting a transfer for the Tustin Street and Chapman Avenue Intersection Widening Project (15-ORNG-ICE-3780). The request is to transfer project savings in the amount of \$48,098.77 from the ENG phase to the ROW phase.

Cancellations

Local agencies may request to cancel projects. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this review cycle, the following cancellation requests were received.

The City of Costa Mesa is requesting to cancel the ENG phase for the Wilson Street Widening from College Avenue to Fairview Road project (16-CMSA-ACE-3804) due to anticipated ROW issues.

The City of Lake Forest is requesting to cancel the O&M phase due to projected ridership below the minimum performance standard for the Shuttle Service between Train Station and Oakley Project (16-LFOR-CBT-3830).

The City of Newport Beach is requesting to cancel the CON phase for the Corona del Mar Water Quality Improvement and Litter Removal Project (14-NBCH-ECP-3735). The original conceptual design is no longer effective nor feasible. Additionally, obtaining the required Coastal Development Permit has been unsuccessful.

Santa Ana is requesting to cancel the CON phase of the following two projects due to issues coordinating utility underground activities. Utility undergrounding plans will not be ready until the first quarter of 2020. Additionally, a complete ROW certification with Caltrans is required prior to awarding the construction contract as the ROW phase of this project is utilizing federal funds. The utility relocation is part of that ROW certification. Without necessary relocation plans, Caltrans will not approve the certification in the timespan required by the CTFP Guidelines.

- Bristol Street Widening from Civic Center Drive to Washington Avenue Project (15-SNTA-ACE-3787).
- Bristol Street Widening from Warner Avenue to Saint Andrew Place Project (15-SNTA-ACE-3788).

ATTACHMENT C

**TERM SHEET COOPERATIVE AGREEMENT BETWEEN THE
ORANGE COUNTY TRANSPORTATION AUTHORITY AND THE CITY OF BREA
FOR THE STATE ROUTE 57 AND LAMBERT ROAD INTERCHANGE PROJECT**

Funding and Uses:

1. The Orange County Transportation Authority (OCTA) will provide the City of Brea (City) with Measure M2 (M2) funds in an amount not to exceed \$13,114,578 to be used for utility relocation, construction, and landscaping components of the State Route 57 (SR-57) and Lambert Road Interchange Project.
2. While the City originally applied for one segment of the SR-57 and Lambert Road Interchange Project, the California Department of Transportation (Caltrans) is providing additional funding to deliver the entire project. This cooperative agreement will allow the use of M2 funds for any cost elements consistent with the expanded scope of work.
3. It is acknowledged that the project provides a compounded benefit to both the Master Plan of Arterial Highways Lambert Road facility as well as to SR-57. However, the state is providing majority of the project funding.
4. OCTA will advance funds consistent with how an initial payment is made through the Comprehensive Transportation Funding Program.

Roles:

5. The City shall provide certain project components directly, such as utility relocation, city construction support, environmental mitigation, landscape design, and landscaping.
6. The City has entered into a cooperative agreement for Caltrans to be the implementing agency for construction and the City is responsible to ensure that the entire scope of the project is delivered consistent with the scope of work provided through the grant award.

Accountability:

7. The City must provide reports on the progress of the project every six months, consistent with the timing of the semi-annual review.
8. In order to receive a final payment, the City must provide documentation based on Caltrans payments to the construction contractor that state or city funds have been used toward the required CTFP match commitment of 42 percent.
9. The City must provide final payment documentation and a final report within 180 days of the project phase completion date and submit any other documentation required to verify the appropriate use of M2 funds.