



Measure M
Taxpayer Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA, Room 103/4
August 11, 2015
6:00 p.m.



AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for June 9, 2015**
- 4. Subcommittee Selection**
- 5. Action Items**
 - A. Co-Chair Election
- 6. Presentation Items**
 - A. Capital Action Plan Update
Presentation – Jim Beil, Executive Director, Capital Programs
 - B. Measure M2 Environmental Mitigation Program Update
Presentation – Dan Phu, Section Manager, Strategic Planning
Marissa Espino – Community Relations Officer, Public Outreach
 - C. Measure M2 Environmental Cleanup Program (Project X)
Presentation – Dan Phu, Section Manager, Strategic Planning
- 7. OCTA Staff Updates (5 minutes each)**
 - Finance Directors Workshop – Andrew Oftelie, Executive Director, Finance
 - Other
- 8. Annual Eligibility Review Subcommittee Report**
- 9. Audit Subcommittee Report**
- 10. Committee Member Reports**
- 11. Public Comments***
- 12. Adjournment**

*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 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.



Measure M Taxpayer Oversight Committee



INFORMATION ITEMS

- | | |
|--|----------------------|
| 1. Measure M2 Quarterly Progress Report for the Period of January 2015 Through March 2015 | June 8, 2015 |
| 2. Measure M Taxpayer Oversight Committee Recruitment, Lottery and Resolutions of Appreciation for Outgoing Members | June 22, 2015 |
| 3. Rail Programs and Facilities Engineering Quarterly Report | July 13, 2015 |

*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

**June 9, 2015
Meeting Minutes**

Committee Members Present:

Eric Woolery, Orange County Auditor-Controller, Co-Chairman
Narinder "Nindy" Mahal, First District Representative
Linda Rogers, First District Representative, Co-Chairman
Margie Drilling, Second District Representative
Terre Duensing, Third District Representative
Dr. Ron Randolph, Third District Representative
Cynthia Hall, Fourth District Representative
Philip C. La Puma, PE, Fourth District Representative
Terry Fleskes, Fifth District Representative
Nilima Gupta, Fifth District Representative

Committee Member(s) Absent:

Jack Wu, Second District Representative

Orange County Transportation Authority Staff Present:

Jim Beil, Executive Director, Capital Programs
Janice Kadlec, Public Reporter Specialist
Kia Mortazavi, Executive Director, Planning
Andrew Oftelie, Executive Director, Finance
Alice Rogan, Strategic Communications Manager, External Affairs
Tamara Warren, Program Manager, M Program Management Office

1. Welcome

Chairman Eric Woolery welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting at 6:00 p.m.

2. Pledge of Allegiance

Chairman Eric Woolery asked everyone to join him in the Pledge of Allegiance to the Flag.

3. Approval of the Minutes/Attendance Report for April 14, 2015

Chairman Eric Woolery asked if there were any additions or corrections to the April 14, 2015 Minutes/Attendance Report.

A motion was made by Nilima Gupta, seconded by Linda Rogers, and carried unanimously to approve the April 14, 2015 TOC Minutes/Attendance Report as presented.

4. Subcommittee Selection

The following TOC members volunteered to sit on the TOC subcommittees:

Annual Eligibility Review Subcommittee

Terre Duensing
Cynthia Hall
Dr. Ron Randolph

Audit Subcommittee

Margie Drilling
Nilima Gupta
Narinder "Nindy" Mahal

Alice Rogan said one member of the TOC is needed to sit on the Environmental Oversight Committee (EOC). Philip C. La Puma and Marissa Espino gave a brief description of the EOC. Alice Rogan asked if anyone would like to represent the TOC and sit on this committee to call or email her.

5. Action Items

A. M1/M2 Revenue & Expenditure Quarterly Report for (Mar 15)

Chair Eric Woolery said because the Audit Subcommittee had gone over the M1/M2 Revenue & Expenditure Quarterly Report for (Mar 15) earlier in the evening, he would entertain the motion to receive and file the M1/M2 Revenue & Expenditure Quarterly Reports for (Mar 15).

A motion was made by Nindy Mahal, seconded by Terre Duensing, and passed unanimously to Receive and File the M1/M2 Revenue & Expenditure Quarterly Reports for March 2015.

6 Presentation Items

A. I-405/Project K Update

Jim Beil reported the actions taken on the I-405/Project K.

Linda Rogers asked if Parsons was hired as Construction Management Consultant. Jim Beil said no, Jacobs was hired as Construction Management Consultant. Parsons is the Program Manager for the entire project.

Linda Rogers asked when the CEQA – Notice of Decision – would close. Jim Beil said it would close very soon.

Linda Rogers asked if OCTA would do their own traffic and revenue study or will they hire someone for this. Jim Beil said they would hire someone for this. Linda Rogers asked when they would be hiring for this position. Jim Beil said they have someone on board to do this.

Linda Rogers asked when the Toll Lane agreement with Caltrans would sunset. Jim Beil said by the end of the financing agreement (35 years); if no

amendments had extended the agreement, the lanes will be handed over to Caltrans.

Terry Fleskes asked if the cost of the work being done currently for the Toll Lane is not being charged to Measure M2. Jim Beil said beyond environmental clearance, there is a specific segregation between M2 elements and costs related to the Express Lane.

Terry Fleskes said if there is delay because of the complexities caused by the Toll Lane. Who pays for these delays? Jim Beil said there are currently no delays. Terry Fleskes asked if there were delays, would there be an attempt to find out who caused the delay. Jim Beil said they have looked at the economic indicators and cost escalation for contracts. They have also done a very detailed cost estimate review with Federal Highways and Caltrans. There is about 95% confidence in the current process. He said going forward depending on the cause of delay escalation will be applied proportionally.

Dr. Ron Randolph asked how excess fees were generated. Jim Beil said according to the revenue study, there is a projected revenue to be collected based on the number of vehicles and the set Toll Policy. When the revenues come in, the first to be paid is debt service, then the Operation, and Maintenance of the Express Lanes. If there is any revenue left, it will be used within the corridor for transportation improvement projects identified in a pre-approved expenditure plan.

Margie Drilling asked if the \$82 million Caltrans is providing is phased over a period of time. Jim Beil said the funds will be provided through the cooperative agreement with Caltrans when the California Transportation Commission approves the funding allocations.

Andrew Oftelie explained the different types of bond financing for this project. One bond financing would be issued against Measure M and the other bond would be issued against future Toll Revenues.

Nilima Gupta asked what will happen if the revenues do not come in as expected. Andrew Oftelie said if this happens, OCTA would likely issue 30-year bonds.

B. Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review
Kia Mortazavi gave an overview of the CTFP and the CTFP Semi-Annual Review.

C. Measure M Sales Tax Forecast
Andrew Oftelie gave an overview of the Measure M Sales Tax Forecast.

Philip C. La Puma asked if OCTA uses Chapman University only. Andrew Oftelie said OCTA used only the Chapman Forecast with Measure M1 and they were very happy with them. For M2, OCTA uses all three Universities – Chapman, Cal State Fullerton and UCLA.

Nilima Gupta said she read the OCTA budget was being reduced. Andrew Oftelie said the OCTA budget is \$1.02 billion. What was reduced was the sales tax estimate. The sales tax estimates were reduced from 6.72% to 5.68%.

7. OCTA Staff Updates

Alice Rogan said this is the last meeting for some TOC members and she would like to thank them for their service – Linda Rogers, Philip C. La Puma, and Terry Fleskes.

Alice Rogan introduced Emily Mason who will be assisting with the TOC.

8. Annual Eligibility Review Subcommittee Report

The AER had nothing to report.

9. Audit Subcommittee Report

Chair Eric Woolery reported the Audit Subcommittee met earlier and received information on the following:

- Quarterly M1 and M2 Revenue and Expenditure Reports
- M1 Closeout Schedule

10. Committee Member Reports

There were no other committee member reports.

11. Public Comments

There were no Public Comments. .

12. Adjournment

The Measure M Taxpayer Oversight Committee meeting adjourned at 7:15 p.m.

Taxpayer Oversight Committee
Fiscal Year 2014-2015
Attendance Record



X = Present E = Excused Absence * = Absence Pending Approval U = Unexcused Absence -- = Resigned

Meeting Date	8-Jul	12-Aug	9-Sep	14-Oct	11-Nov	9-Dec	13-Jan	10-Feb	10-Mar	14-Apr	12-May	9-Jun
Margie Drilling		X		E		X		X		X		X
Terre Duensing		X		X		X		X		X		X
Terry Fleskes		X		X		X		E		X		X
Jan Grimes		E		X		X		--		--		--
Nilima Gupta		X		X		X		X		X		X
Cynthia Hall		E		X		X		X		X		X
Phil La Puma		X		X		X		E		X		X
Nindy Mahal		X		E		X		X		X		X
Ronald Randolph		X		X		E		X		E		X
Linda Rogers		X		X		E		X		X		X
Eric Woolery		--		--		--		X		E		X
Jack Wu		E		X		E		X		E		*

Absences Pending Approval

Meeting Date

6/9/15

Name

Jack Wu

Reason

Business reasons

***Presentation
Items***



COMMITTEE TRANSMITTAL

August 10, 2015

To: Members of the Board of Directors

From:  Lauren Weinert, Clerk of the Board

Subject: Capital Programs Division - Fourth Quarter Fiscal Year 2014-15 and Planned Fiscal Year 2015-16 Capital Action Plan Performance Metrics

Executive Committee Meeting of August 3, 2015

Present: Directors Donchak, Lalloway, Murray, Spitzer, Steel, and Ury
Absent: Directors Hennessey and Nelson

Committee Vote

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

Staff Recommendation

Receive and file as an information item.



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Capital Programs Division - Fourth Quarter Fiscal Year
2014-15 and Planned Fiscal Year 2015-16 Capital Action
Plan Performance Metrics**

Staff Report



August 3, 2015

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Capital Programs Division - Fourth Quarter Fiscal Year 2014-15 and Planned Fiscal Year 2015-16 Capital Action Plan Performance Metrics

Overview

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) Capital Programs Division is responsible for project development and delivery of highway, grade separation, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan (CAP) are key strategies and objectives to achieve the Strategic Plan goals for Mobility and Stewardship.

This report provides an update on the CAP performance metrics, which are the fiscal year (FY) snapshot of the planned CAP project delivery milestones in the budgeted FY. The Capital Programs Division also provides Metrolink commuter rail ridership, revenue, and on-time performance reports and metrics in quarterly rail program updates.

Discussion

The Capital Programs Division objective is to deliver projects on schedule and within the approved project budget. Key projects' cost and schedule commitments are captured in the CAP which is regularly updated with new projects and project status (Attachment A). The CAP is categorized into four key groupings of projects; freeway projects, grade separation projects, rail and station projects, and key facility projects. Simple milestones are used as performance indicators of progress in project delivery. The CAP performance metric provides a FY snapshot of the milestones targeted for delivery in the budgeted FY, and provide both transparency and measurement of annual capital project delivery performance.

The CAP project cost represents the total cost of the project across all phases of project delivery, including support costs, and right-of-way (ROW) and construction capital costs. The planned or budgeted cost is shown in comparison to either the actual or forecast cost. The planned or budgeted total project costs may be shown as to-be-determined (TBD) if project scoping studies or other project scoping documents have not been approved, and may be updated as project delivery progresses and milestones are achieved. Actual or forecast costs represent the total project cost across all project delivery phases. Measure M2 (M2) projects are identified with the corresponding project letter and the M2 logo. The CAP update is also included in the M2 Quarterly Report.

The CAP summarizes the very complex capital project critical path delivery schedules into eight key milestones.

Begin Environmental	The date work on the environmental clearance, project report, or preliminary engineering phase begins.
Complete Environmental	The date environmental clearance and project approval is achieved.
Begin Design	The date final design work begins, or the date when a design-build contract begins.
Complete Design	The date final design work is 100 percent complete and approved.

Construction Ready	The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for bids.
Award Contract	The date the construction contract is awarded.
Construction Complete	The date all construction work is completed, and the project is open to public use.

These delivery milestones reflect progression across the project delivery phases shown below.



Project schedules reflect the approved milestone dates in comparison to the forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with the agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. Actual dates will be updated when milestones are achieved, and forecast dates will be updated to reflect project delivery status.

Key Findings

CAP fourth quarter FY 2014-15 milestones achieved include:

Freeway Projects

- The complete environmental milestone for the Interstate 5 (I-5) widening from State Route 55 (SR-55) to State Route 57 (SR-57) was completed. In addition, a design consultant was selected and the begin design milestone was achieved.

- The Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) achieved both federal and state environmental clearance.
- The complete environmental milestone for the I-5 continuous access carpool lane striping project was completed.
- The begin design milestone for the I-5 widening project between Alicia Parkway and El Toro Road, the third of three project segments, was achieved.
- The construction contract for the Fullerton Transportation Center elevator upgrades was awarded by the City of Fullerton.
- Construction was completed on the SR-57 northbound widening from Katella Avenue to Lincoln Avenue.

The following CAP milestones missed the planned delivery through the fourth quarter of FY 2014-15.

Freeway Projects

- The complete design, construction ready, and advertise construction milestones for the I-405 Improvement Project from SR-73 to I-605 were missed. These milestones for this project equate to the release of the design-build request for proposals, which is now scheduled in April 2016.
- The complete design and the construction ready milestones for the northbound SR-57 landscape replacement project was previously delayed into FY 2014-15 to assure the final landscape and irrigation design accounts for as-built conditions of the recently completed roadway widening construction contracts. The design is scheduled to be completed in the third quarter of FY 2015-16, and the construction ready and advertise construction milestones in the fourth quarter FY 2015-16.
- The West County Connector replacement planting project construction ready milestone was missed. The final design submittal to the California Department of Transportation (Caltrans) for final review and bid packaging was delayed due to comments from Caltrans on the draft 95 percent complete design package. In addition, the quality of the consultant's draft design package was poor and Caltrans' comments have been extensive

resulting in substantial rework of the design. OCTA staff is also working to address Caltrans' requests for additional scope to be added to the project. The contract will be construction ready in the second quarter of FY 2015-16.

Rail and Station Projects

- As previously reported, the complete environmental, complete design, and construction ready milestone for the Orange Metrolink Parking Expansion project were delayed into FY 2015-16. The City of Orange indicates the environmental approval and design are currently forecast to be completed in the second quarter of FY 2015-16.
- The begin design milestone for the Santa Ana/Garden Grove Streetcar project was missed. The design consultant procurement is underway and final design should begin the second quarter of FY 2015-16.
- As previously reported, the complete design, construction ready, advertise construction, and award contract milestones for the Laguna Niguel/Mission Viejo Metrolink Station access ramps were missed. Utility verification work identified a 33-inch Moulton Niguel Water District (MNWD) sewer line to be in conflict with the project. Staff has coordinated the relocation design with MNWD and has included the sewer line relocation in the project construction contract. The OCTA Board of Directors approved release of the invitation for construction bids on July 27, 2015.
- The construction completion milestone for the Sand Canyon Railroad Grade Separation was missed. Final punch list work has been completed, and the construction acceptance package is being prepared for the City of Irvine for completion in the first quarter of FY 2015-16.

Recap of FY 2014-15 Performance Metrics

The performance metrics snapshot provided at the beginning of FY 2014-15 reflected 40 planned major project delivery milestones to accomplish. Two additional delivery milestones not originally planned for delivery in the FY were accomplished earlier than planned in the fourth quarter of FY 2014-15. The CAP and performance metrics have been updated to reflect both milestones achieved and missed throughout FY 2014-15 (Attachment B). In FY 2014-15, 27 of 40 milestones (67.5 percent) were completed, including two additional milestones achieved that were not on the original plan.

FY 2015-16 Performance Metrics

The new forecast project milestones are included in the CAP and the FY 2015-16 performance metrics (Attachment C). There are 34 major project milestones planned to be accomplished in FY 2015-16.

As reported in the fourth quarter of FY 2013-14, the complete environmental milestone for the SR-55 widening between I-405 and I-5 continues to be delayed due to Caltrans' requests for additional modifications to the traffic demand study, which is used as the basis for all of the project technical studies. An agreement was reached with Caltrans, and a revised traffic demand study was produced. Caltrans has yet to accept the new traffic demand study. The schedule to complete the environmental and all remaining project milestones will be added to the CAP and performance metrics once Caltrans concurs with a revised traffic demand study.

The Placentia Metrolink Station project delivery milestones have not yet been re-established. The City of Placentia is continuing to work on revisions to the station parking scheme and private development agreements, including a plan to implement a mixed-use commuter/business district parking structure. This impacts the scope of the final design of the planned station and parking. The project schedule will be updated, and the new milestones will be added to the CAP and performance metric when changes to the station design, based on the final parking and development plans from the City of Placentia, are received.

FY 2015-16 Performance Metric Risks

Per Caltrans directive, should the California drought conditions persist through next winter, replacement planting included in roadway widening projects, and standalone replacement planting and landscape construction projects, could be delayed until the drought condition subsides.

Summary

Significant capital project delivery progress has been achieved and reflected in the CAP. The planned FY 2015-16 performance metrics created from forecast project schedules will be used as a general project delivery performance indicator. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments.

Attachments

- A. Capital Action Plan, Status Through June 2015
- B. Capital Programs Division, Fiscal Year 2014-15 Performance Metrics
Status Through June 2015
- C. Capital Programs Division, Fiscal Year 2015-16 Performance Metrics

Prepared by:



Jim Beil, P.E
Executive Director, Capital Programs
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ORANGE COUNTY TRANSPORTATION AUTHORITY

















**Capital Programs Division - Fourth Quarter Fiscal Year
2014-15 and Planned Fiscal Year 2015-16 Capital Action
Plan Performance Metrics**

Attachment A

Capital Action Plan

Status Through Jun 2015


















Updated: Jul 17, 2015

Capital Projects	Cost Budget/Forecast (millions)	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Freeway Projects:									
 I-5, Pico to Vista Hermosa Project C	\$113.0 \$91.9	Jun-09 Jun-09	Dec-11 Oct-11	Jun-11 Jun-11	Oct-13 Oct-13	Feb-14 May-14	Oct-14 Sep-14	Dec-14 Dec-14	Aug-18 Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway Project C	\$75.6 \$71.5	Jun-09 Jun-09	Dec-11 Oct-11	Jun-11 Jun-11	Feb-13 May-13	Jun-13 Aug-13	Oct-13 Feb-14	Dec-13 Jun-14	Mar-17 Mar-17
 I-5, Pacific Coast Highway to San Juan Creek Road Project C	\$70.7 \$60.2	Jun-09 Jun-09	Dec-11 Oct-11	Jun-11 Jun-11	Jan-13 Jan-13	May-13 Apr-13	Aug-13 Aug-13	Oct-13 Dec-13	Sep-16 Sep-16
 I-5, I-5/Ortega Interchange Project D	\$90.9 \$81.3	Sep-05 Sep-05	Jun-09 Jun-09	Jan-09 Jan-09	Nov-11 Dec-11	Mar-12 Apr-12	Jun-12 Jun-12	Aug-12 Aug-12	Sep-15 Dec-15
 I-5, I-5/Ortega Interchange (Landscape) Project D	N/A N/A	N/A N/A	N/A N/A	N/A Jan-14	N/A Oct-14	N/A Feb-15	N/A Oct-15	N/A Jan-16	N/A Jan-17
 I-5, SR-73 to Oso Parkway Project C & D	\$151.9 \$151.9	Sep-11 Oct-11	Jun-14 May-14	TBD Mar-15	Jan-18 Jan-18	May-18 May-18	Aug-18 Aug-18	Dec-18 Dec-18	Apr-22 Apr-22
 I-5, Oso Parkway to Alicia Parkway Project C & D	\$196.2 \$196.2	Sep-11 Oct-11	Jun-14 May-14	Nov-14 Nov-14	Jun-17 Jun-17	Dec-17 Dec-17	Feb-18 Feb-18	Jun-18 Jun-18	Mar-22 Mar-22
 I-5, Alicia Parkway to El Toro Road Project C	\$133.6 \$133.6	Sep-11 Oct-11	Jun-14 May-14	Mar-15 Mar-15	Jun-18 Jun-18	Dec-18 Dec-18	Jan-19 Jan-19	May-20 May-20	Sep-22 Sep-22
 I-5, I-5/El Toro Road Interchange Project D	TBD TBD	TBD Oct-16	TBD Sep-19	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-5, I-405 to SR-55 Project B	TBD TBD	May-14 May-14	Apr-17 Dec-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-5, SR-55 to SR-57 Project A	\$37.1 \$36.9	Jul-11 Jun-11	Jun-13 Apr-15	Jun-15 Jun-15	TBD Feb-17	TBD Jun-17	TBD Aug-17	TBD Nov-17	TBD Dec-19
 I-5, Continuous HOV Lane Access	TBD \$5.9	Jul-11 Aug-11	Apr-15 Apr-15	Feb-12 Mar-12	May-16 Oct-16	Aug-16 Dec-16	Oct-16 Mar-17	Jan-17 Jun-17	Jan-18 Jun-18
 SR-55, I-405 to I-5 Project F	TBD \$274.6	Feb-11 May-11	Nov-13 Nov-16	TBD Apr-17	TBD Feb-20	TBD Aug-20	TBD Sep-20	TBD Dec-20	TBD Dec-23
 SR-55, I-5 to SR-91 Project F	TBD TBD	TBD May-16	TBD Nov-18	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue Project G	TBD TBD	TBD Nov-15	TBD Nov-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-57 (NB), Katella Avenue to Lincoln Avenue Project G	\$78.7 \$40.7	Apr-08 Apr-08	Jul-09 Nov-09	Jul-08 Aug-08	Nov-10 Dec-10	Mar-11 Apr-11	May-11 Jul-11	Aug-11 Oct-11	Sep-14 Apr-15

Capital Action Plan

Status Through Jun 2015

Updated: Jul 17, 2015

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A May-09	N/A Jul-10	N/A Apr-16	N/A May-16	N/A Jul-16	N/A Aug-17
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard Project G	\$80.2 \$52.9	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Dec-09	Jun-10 May-10	Oct-10 Oct-10	May-14 Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road Project G	\$79.3 \$54.6	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Mar-10	Jun-10 May-10	Oct-10 Oct-10	Sep-14 May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Oct-14	N/A Feb-16	N/A Apr-16	N/A May-16	N/A Jul-16	N/A Aug-17
 SR-57 (NB), Lambert Road to Tonner Canyon (On Hold) Project G	TBD TBD	TBD Aug-16	TBD Jul-19	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1 \$63.5	Jul-07 Jul-07	Apr-10 Jun-10	Oct-09 Mar-10	Feb-12 Apr-12	Jul-12 Aug-12	Aug-12 Oct-12	Nov-12 Jan-13	Apr-16 Jul-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape) Project H	N/A N/A	N/A N/A	N/A N/A	N/A Nov-14	N/A Feb-16	N/A May-16	N/A Jul-16	N/A Sep-16	N/A Sep-17
 SR-91, SR-57 to SR-55 Project I	TBD TBD	Jan-15 Jan-15	Oct-18 Oct-18	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$47.8	Jul-08 Jul-08	Jul-11 May-11	Jul-11 Jun-11	Mar-13 Feb-13	Jul-13 Apr-13	Aug-13 Jun-13	Oct-13 Oct-13	Jul-16 Jul-16
 SR-91, SR-55 to SR-241 Project J	\$128.4 \$79.9	Jul-07 Jul-07	Jul-09 Apr-09	Jun-09 Apr-09	Jan-11 Aug-10	Apr-11 Dec-10	Jun-11 Feb-11	Sep-11 May-11	Dec-12 Mar-13
 SR-91, SR-55 to SR-241 (Landscape) Project J	N/A N/A	N/A N/A	N/A N/A	N/A May-12	N/A Feb-13	N/A Apr-13	N/A Jul-13	N/A Oct-13	N/A Feb-15
 SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5 \$57.8	Mar-05 Mar-05	Dec-07 Dec-07	Jul-07 Jul-07	Dec-08 Dec-08	Mar-09 May-09	May-09 Jun-09	Jul-09 Aug-09	Nov-10 Jan-11
 SR-241/91 Express Lanes Connector Project L	TBD TBD	N/A Nov-13	N/A Mar-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405, I-5 to SR-55 Project L	TBD TBD	Dec-14 Dec-14	Aug-17 Nov-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405 Southbound, SR-133 to University Drive Project L	TBD \$16.4	Mar-15 Mar-15	Aug-16 Aug-16	TBD May-17	TBD Mar-18	TBD Jun-18	TBD Aug-18	TBD Nov-18	TBD Nov-19
 I-405, SR-55 to I-605 (Design-Build) Project K	TBD \$1,791.0	Mar-09 Mar-09	Mar-13 May-15	Mar-14 Mar-14	TBD Nov-15	TBD Apr-16	TBD Apr-16	TBD Feb-17	TBD Oct-22
 I-405/SR-22 HOV Connector	\$195.9 \$124.0	N/A N/A	N/A N/A	Sep-07 Sep-07	Sep-09 Jun-09	Mar-10 Sep-09	May-10 Feb-10	Aug-10 Jun-10	Aug-14 Mar-15

Capital Action Plan

Status Through Jun 2015

Updated: Jul 17, 2015

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$174.4	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-15
I-405/SR-22/I-605 HOV Connector (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jun-08	May-09	Nov-15	Jan-16	Mar-16	Apr-17
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD	TBD	TBD	TBD	TBD
Grade Separation Projects:									
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$63.7	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Jul-15
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
Project O	\$116.3	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Feb-14	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
Project O	\$92.8	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Feb-14	May-18
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$61.3	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$64.2	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$104.6	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Sep-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$99.2	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	May-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
Project O	\$99.2	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Mar-17
17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Rail and Station Projects:									
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14
Project R	\$4.9	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Jan-19
	\$25.3	Aug-11	Mar-14	Mar-15	May-16	May-16	Aug-16	Dec-16	Jan-19
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD	TBD	TBD	TBD	TBD
Project S	TBD	Jan-09	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Capital Action Plan

Status Through Jun 2015

Updated: Jul 17, 2015

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
OC Streetcar Project S	TBD	Aug-09	Mar-12	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Aug-09	Mar-15	Jan-16	May-17	Aug-17	Sep-17	Nov-17	Dec-19
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
	TBD	Jan-03	May-07	Oct-08	Feb-11	TBD	TBD	TBD	TBD
Anaheim Canyon Station	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	\$21.0	Dec-15	Jan-17	Sep-17	Nov-18	Nov-18	Jan-19	May-19	Jul-20
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Nov-10	Apr-13	TBD	TBD	TBD	TBD
	\$18.6	Dec-09	Jan-16	Nov-10	Jan-16	Feb-16	Feb-16	Apr-16	Jun-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Jan-16
	\$4.0	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	Aug-16
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	\$3.5	Jul-13	Jan-14	Jul-13	Aug-14	Aug-14	Sep-14	Jan-15	Feb-16
	\$3.8	Jul-13	Feb-14	Jul-13	Jul-15	Jul-15	Jul-15	Nov-15	Feb-17
Anaheim Regional Transportation Intermodal Center Project R & T	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
	\$230.4	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

Note: Costs associated with landscape projects are included in respective freeway projects.

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

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-133 - Laguna Freeway (State Route 133)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

SR-71 - Corona Expressway (State Route 71)

HOV - High-occupancy vehicle

ADA - Americans with Disabilities Act



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Capital Programs Division - Fourth Quarter Fiscal Year
2014-15 and Planned Fiscal Year 2015-16 Capital Action
Plan Performance Metrics**

Attachment B

Capital Programs Division

Fiscal Year 2014-15 Performance Metrics Status Through June 2015

Begin Environmental

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
17th Street Railroad Grade Separation	X			✓					
SR-91, SR-57 to SR-55			X			✓			
I-405, I-5 to SR-55			X	✓					
I-405 (Southbound), SR-133 to University Drive					X	✓			
Total Forecast/Actual	1	0	2	2	1	2	0	0	4

Complete Environmental

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Santa Ana/Garden Grove Fixed-Guideway			X			✓			
Orange Metrolink Station Parking Expansion			X						(missed)
I-5, SR-55 to SR-57					X			✓	
I-405, SR-55 to I-605 (Design-Build)							X	✓	
I-5 Continuous HOV Lane Access								✓	(added)
Total Forecast/Actual	0	0	2	0	1	1	1	3	4

Begin Design

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
I-5, Oso Parkway to Alicia Parkway	X			✓					
I-5, SR-73 to Oso Parkway			X			✓			
San Juan Capistrano Passing Siding			X			✓			
I-5, I-5/Ortega Interchange Landscape					X	✓			
I-5, Alicia Parkway to El Toro Road					X			✓	
SR-91 (Westbound), I-5 to SR-57 Landscape					X	✓			
Santa Ana/Garden Grove Fixed-Guideway							X		(missed)
I-5, SR-55 to SR-57								✓	(added)
Total Forecast/Actual	1	0	2	1	3	4	1	2	7

Complete Design

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
I-405, SR-55 to I-605 (Design-Build)					X				(missed)
Laguna Niguel/Mission Viejo Station ADA Ramps					X				(missed)
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape							X		(missed)
Orange Metrolink Station Parking Expansion							X		(missed)
Total Forecast/Actual	0	0	0	0	2	0	2	0	4

Construction Ready

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Station ADA Ramps					X				(missed)
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape							X		(missed)
I-405, SR-55 to I-605 (Design-Build)							X		(missed)
I-405/SR-22/I-605 HOV Connector Landscape							X		(missed)
Orange Metrolink Station Parking Expansion							X		(missed)
Total Forecast/Actual	0	0	0	0	1	0	4	0	5

Capital Programs Division

Fiscal Year 2014-15 Performance Metrics Status Through June 2015

Advertise Construction

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Avenida Pico to Avenida Vista Hermosa	X	✔							
Fullerton Transportation Center Elevator Upgrades	X	✔							
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps					X				(missed)
I-405, SR-55 to I-605 (Design-Build)							X		(missed)
Total Forecast/Actual	2	2	0	0	1	0	1	0	4

Award Contract

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Fullerton Transportation Center Elevator Upgrades	X							✔	
I-5, Avenida Pico to Vista Hermosa			X	✔					
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps							X		(missed)
Total Forecast/Actual	1	0	1	1	0	0	1	1	3

Complete Construction

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
SR-57 (Northbound), Orangethorpe Avenue to Yorba Linda	X			✔					
Placentia Avenue Railroad Grade Separation	X			✔					
Kraemer Boulevard Railroad Grade Separation	X			✔					
SR-91, SR-55 to SR-241 Landscape			X			✔			
Sand Canyon Avenue Railroad Grade Separation			X						(missed)
Anaheim Regional Transportation Intermodal Center			X	✔					
SR-57 (Northbound), Katella Avenue to Lincoln Avenue					X			✔	
I-405/SR-22 HOV Connector					X	✔			
I-405/I-605 HOV Connector					X	✔			
Total Forecast/Actual	3	0	3	4	3	3	0	1	9

Totals	8	2	10	8	12	10	10	7	40
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Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

- I-5 - Santa Ana Freeway (Interstate 5)
- SR-73 - San Joaquin Freeway (State Route 73)
- SR-55 - Costa Mesa Freeway (State Route 55)
- SR-57 - Orange Freeway (State Route 57)
- SR-91 - Riverside Freeway (State Route 91)
- I-605 - San Gabriel River Freeway (Interstate 605)
- I-405 - San Diego Freeway (Interstate 405)
- SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)
- SR-133 - Laguna Freeway (State Route 133)
- SR-22 - Garden Grove Freeway (State Route 22)
- ADA - Americans with Disability Act
- HOV - High-occupancy vehicle

X = milestone forecast in quarter

✔ = milestone accomplished in quarter



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Capital Programs Division - Fourth Quarter Fiscal Year
2014-15 and Planned Fiscal Year 2015-16 Capital Action
Plan Performance Metrics**

Attachment C

Capital Programs Division Fiscal Year 2015-16 Performance Metrics

Begin Environmental

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
SR-57 (Northbound), Orangewood Avenue to Katella Avenue			X						
Anaheim Canyon Metrolink Station			X						
SR-55, I-5 to SR-91							X		
Total Forecast/Actual	0	0	2	0	0	0	1	0	3

Complete Environmental

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Orange Metrolink Station Parking Expansion					X				
17th Street Railroad Grade Separation							X		
Total Forecast/Actual	0	0	0	0	1	0	1	0	2

Begin Design

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
OC Streetcar					X				
Total Forecast/Actual	0	0	0	0	1	0	0	0	1

Complete Design

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	X								
I-405, SR-55 to I-605 (Design-Build)			X						
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape					X				
SR-91 (Westbound), I-5 to SR-57 Landscape					X				
Orange Metrolink Station Parking Expansion					X				
San Juan Capistrano Passing Siding							X		
Total Forecast/Actual	1	0	1	0	3	0	1	0	6

Construction Ready

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	X								
I-405/SR-22/I-605 HOV Connector Landscape			X						
Orange Metrolink Station Parking Expansion					X				
SR-57 (Northbound), Katella Avenue to Lincoln Avenue Landscape							X		
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape							X		
SR-91 (Westbound), I-5 to SR-57 Landscape							X		
I-405, SR-55 to I-605 (Design-Build)							X		
San Juan Capistrano Passing Siding							X		
Total Forecast/Actual	1	0	1	0	1	0	5	0	8

Advertise Construction

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	X								
I-5/Ortega Highway Interchange Landscape			X						
I-405/SR-22/I-605 HOV Connector Landscape					X				
Orange Metrolink Station Parking Expansion					X				
SR-57 (Northbound), Katella Avenue to Lincoln Avenue Landscape							X		
SR-57 (Northbound), Orangethorpe Avenue to Lambert Road Landscape							X		
I-405, SR-55 to I-605 (Design-Build)							X		
Total Forecast/Actual	1	0	1	0	2	0	3	0	7

Capital Programs Division Fiscal Year 2015-16 Performance Metrics

Award Contract

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps			X						
I-5/Ortega Highway Interchange Landscape					X				
I-405/SR-22/I-605 HOV Connector Landscape					X				
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	0	0	1	0	2	0	1	0	4

Complete Construction

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Sand Canyon Avenue Railroad Grade Separation	X								
I-5/Ortega Highway Interchange			X						
Tustin Avenue/Rose Drive Railroad Grade Separation							X		
Total Forecast/Actual	1	0	1	0	0	0	1	0	3
Totals	4	0	7	0	10	0	13	0	34

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

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 SR-55 - Costa Mesa Freeway (State Route 55)
 SR-57 - Orange Freeway (State Route 57)
 SR-91 - Riverside Freeway (State Route 91)
 I-605 - San Gabriel River Freeway (Interstate 605)
 I-405 - San Diego Freeway (Interstate 405)
 SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)
 SR-22 - Garden Grove Freeway (State Route 22)
 ADA - Americans with Disability Act
 HOV - high-occupancy vehicle

X = milestone forecast in quarter

 = milestone accomplished in quarter



COMMITTEE TRANSMITTAL

June 8, 2015

To: Members of the Board of Directors
From: ^{Lu}Laurena Weinert, Clerk of the Board
Subject: Measure M2 Environmental Mitigation Program Update

Regional Planning and Highways Committee Meeting of June 1, 2015

Present: Directors Bartlett, Donchak, Lalloway, Miller, Nelson, Spitzer,
and Ury
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Receive and file as an information item on the status of the Environmental Mitigation Program.
- B. Approve the revisions to the New Irvine Ranch Conservancy's restoration projects (Agua Chinon, Lower Silverado Canyon, and West Loma) as outlined herein.



ORANGE COUNTY TRANSPORTATION AUTHORITY

Measure M2 Environmental Mitigation Program Update

Staff Report



June 1, 2015

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Update

A handwritten signature in black ink, appearing to read "Darrell Johnson", is written over a light gray rectangular background.

Overview

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of freeway projects in exchange for streamlined project approvals from the state and federal resources agencies. To date, the Environmental Mitigation Program has acquired a number of conservation properties and provided funding for habitat restoration projects. A status report on the Environmental Mitigation Program and revisions to restoration projects are presented.

Recommendations

- A. Receive and file as an information item on the status of the Environmental Mitigation Program.
- B. Approve the revisions to the New Irvine Ranch Conservancy's restoration projects (Agua Chinon, Lower Silverado Canyon, and West Loma) as outlined herein.

Background

Measure M2 (M2) includes an innovative Environmental Mitigation Program (EMP) where biological impacts from the M2 freeway projects are addressed through a comprehensive, rather than piecemealed project-by-project effort. This process is achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), with the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS) (collectively referred to as resources agencies). On a parallel course, the Orange County Transportation Authority (OCTA) is also working with the Army Corps of Engineers (ACOE) and the State Water Resources Control Board (collectively referred to as regulatory agencies) to streamline the

regulatory permitting process. The NCCP/HCP and associated draft environmental impact report/environmental impact statement (EIR/EIS) were released for public review from November 2014 through February 2015. The 90-day comment period afforded stakeholders and the public the opportunity to provide input on the process. Two community meetings were held in November and December 2014, and the documents were available at the OCTA Administrative Offices, local libraries, and via the internet. The NCCP/HCP and associated EIR/EIS are expected to be finalized in fall 2015.

In May 2015, the Board of Directors (Board) also considered the long-term funding strategies for the EMP going forward. These strategies will help guide future EMP expenditures and provide a roadmap to adhere to the intent of the M2 Ordinance.

Discussion

In addition to concluding major milestones for the EMP, between January and May 2015, OCTA acquired the seventh Preserve (Aliso Canyon), engaged with the Environmental Oversight Committee (EOC) and stakeholders on resource management plans (RMPs), and worked with the New Irvine Ranch Conservancy (NIRC) and the EOC to revise three habitat restoration projects. Further, OCTA continued discussions with the EOC on a long-term funding strategy (the subject of a separate agenda item). Updates on these efforts are provided below.

Aliso Canyon Property

OCTA successfully closed escrow in April 2015 on the Aliso Canyon property, OCTA's seventh Preserve property. This 151-acre parcel is located in the southeast portion of the City of Laguna Beach. It is adjacent to Aliso and Wood Canyons Wilderness Park, which is a part of the Orange County Parks system, as well as Moulton Meadows Park. The proximity to these open space areas forms a critical wildlife linkage between existing conservation areas. The addition of this parcel brings the OCTA Preserve acreage to 1,300 acres.

Resource Management Plans

In conjunction with the preparation of the NCCP/HCP, RMPs are being developed for each of the Preserves. These plans outline management of the biological resources on the Preserves while considering complementary co-benefits, such as public access. Typically, RMPs are not required to be prepared until the NCCP/HCP is approved. However, RMPs are being prepared in parallel with the NCCP/HCP since the public has a strong desire to gain

access to the Preserves. It is important to note that the primary objective in acquiring the Preserves was to obtain mitigation in exchange for the construction of the M2 freeway projects. The resources agencies will approve the RMPs based on consistency with the NCCP/HCP.

The RMPs will address fire protection issues, accommodate, where feasible, safe public access to the Preserves, and will outline the management and monitoring criteria for each property. Concurrent with this process, revenues will be needed to address the long-term management of the Preserves. While the resource agencies do not require public input review, OCTA will seek public input because OCTA believes the public input is an important consideration. Currently, OCTA is now conducting several stakeholder focus groups to understand adjacent community needs related to the Preserves that may be incorporated into the RMPs as appropriate.

State and Federal Clean Water Acts and Restoration Projects

The NCCP/HCP mitigation commitments are also being utilized to satisfy regulatory requirements for federal and state jurisdictional waters and wetlands. Under this process, the regulatory agencies will issue permits, pursuant to state and federal Clean Water Acts, for the M2 freeway projects. Addressing state and federal Clean Water Acts was a large focus of the decision-making process for many of the restoration projects. The approach is to keep both the resource and regulatory permitting processes on similar timelines.

The Board-approved M2 restoration projects (Attachment A) are being implemented by various project sponsors. Many have received resources and regulatory agency approvals and are well underway. Some are still in the planning phase, and staff is continuing to assist project sponsors through this necessary compliance process.

The NIRC is currently implementing three restoration projects for OCTA. These projects include Agua Chinon, Lower Silverado Canyon, and West Loma. NIRC staff recently requested that OCTA consider potential cost-savings solutions in these specific projects in order to offset unanticipated costs related to project delays. Project delays have resulted from additional documentation necessary to meet ACOE criteria issued by the United States Environmental Protection Agency and the ACOE. The initiation of field work in the Agua Chinon, Lower Silverado, and West Loma restoration projects has been delayed significantly due to this process and resulted in increased project costs. NIRC is no longer able to deliver the committed acreage based on the original funded amount. These NIRC restoration projects involve upland and riparian habitat. The riparian component is particularly important to the M2 EMP regulatory

permitting program. The adjustments reduce the acreage requirements without compromising the biological benefits of the overall restoration program (Attachment B)

The EOC, also consisting of resources agencies representatives, has reviewed the proposed modifications and endorsed staff recommendation to reduce the NIRC project acreages to off-set cost increases. If approved by the Board, the final NCCP/HCP and associated EIR/EIS acreage will be adjusted to reflect this modification.

Next Steps

In October 2014, the Board approved a non-wasting endowment target of approximately \$34.5 million in accordance with the July 2, 2014, EOC recommendations on endowment funding. This commitment demonstrates to the resources agencies that OCTA has the financial capacity to fund the management of the Preserves that are integrated into the NCCP/HCP. Looking ahead, staff will need to develop appropriate investment parameters, reporting, and accounting standards for the endowment. This will be vetted through the EOC, the Finance and Administration Committee, and ultimately the Board in 2015. Concurrently, staff has been directed to work with other entities which own mitigation lands to identify and recommend comprehensive land management strategies. This approach has the potential to maximize economy of scale and management effectiveness for various entities that have mitigation lands for which the long-term management responsibility may not necessarily align with each entity's core mission.

Once the NCCP/HCP and draft EIR/EIS process is complete, OCTA staff will focus on developing strategies and criteria for a long-term land manager(s), as well as executing conservation easements on the Preserves. Staff will also continue to monitor the activities of interim and future long-term land managers. In addition, coordination will continue with the regulatory agencies to obtain the necessary permits and ensure continued compliance. Going forward, the following major tasks will be completed in order to fulfill the commitments of the NCCP/HCP:

- Placement of a conservation easement or deed restriction on the aforementioned preserves;
- Designation of appropriate long-term land managers for the Preserves;
- Identification of potential entities to assume the title of the Preserves;
- Establishment of endowment(s) to pay for long-term land management and monitoring, including active review of endowment needs and performance during the establishment period;

- Revisiting the established endowment(s);
- Completion of the restoration projects;
- Completion of acquisitions and funding for new restoration projects to satisfy any additional mitigation requirements as set forth in the NCCP/HCP and;
- Performance of annual and periodic biological monitoring and reporting of the acquired properties.

Summary

Measure M2 includes an Environmental Mitigation Program that provides funding for programmatic mitigation to off-set impacts of the 13 freeway projects. To expedite the delivery of the freeway projects, this program was initiated in 2007 to implement early project mitigation through property acquisition and habitat restoration. The program will be administered through a Natural Community Conservation Plan/Habitat Conservation Plan that is in the final stages of completion. A status report on the Environmental Mitigation Program and revisions to the New Irvine Ranch Conservancy funded restoration projects are presented.

Attachments

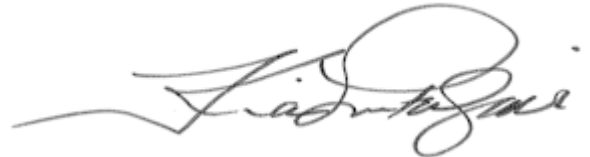
- A. Acquired Properties and Funded Restoration Projects
- B. Summary of Coordination with New Irvine Ranch Conservancy

Prepared by:



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Approved by:



Kia Mortazavi
Executive Director, Planning
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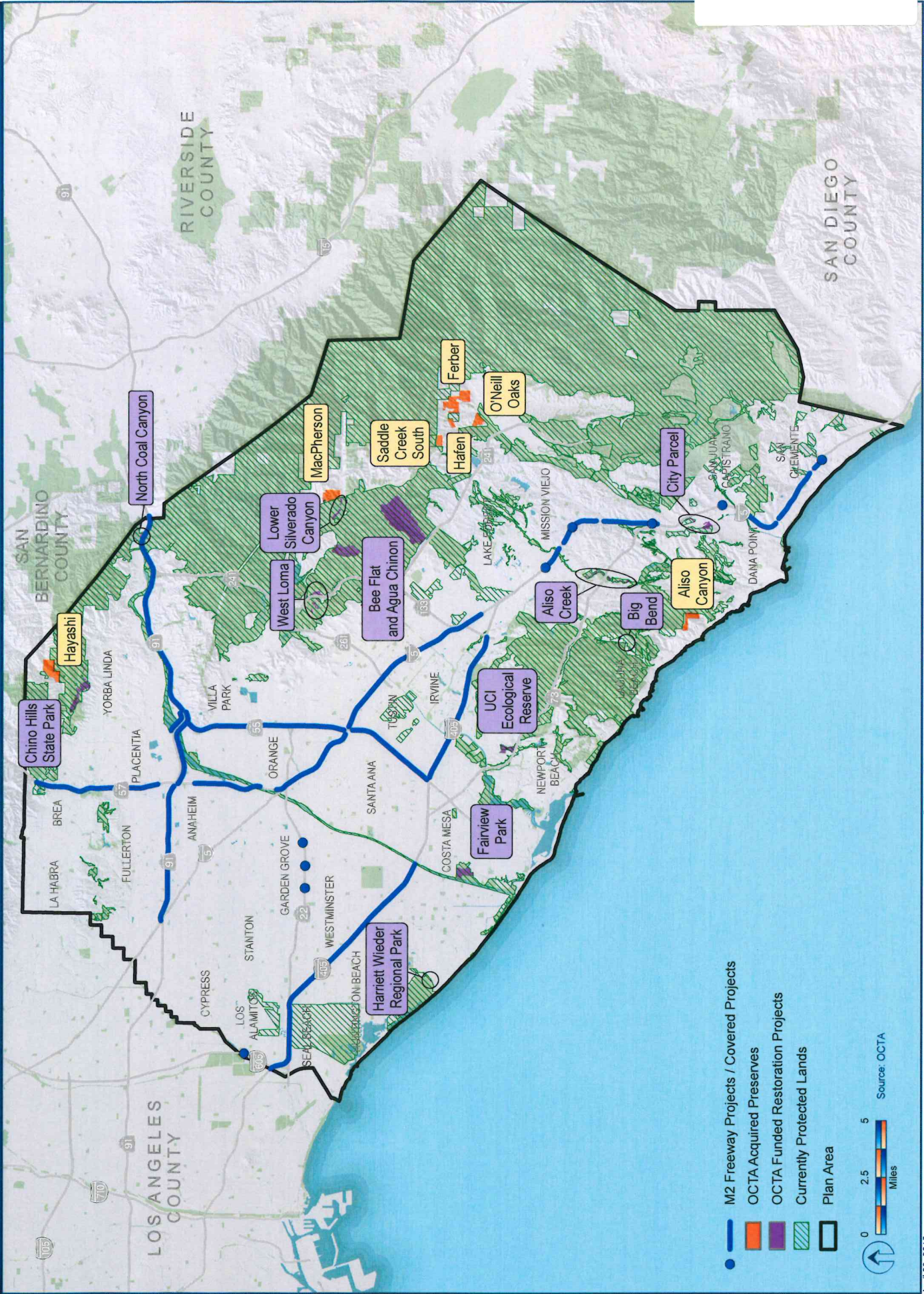


ORANGE COUNTY TRANSPORTATION AUTHORITY

Measure M2 Environmental Mitigation Program Update

Attachment A

Acquired Properties and Funded Restoration Projects



- M2 Freeway Projects / Covered Projects
- OCTA Acquired Preserves
- OCTA Funded Restoration Projects
- Currently Protected Lands
- Plan Area





ORANGE COUNTY TRANSPORTATION AUTHORITY

Measure M2 Environmental Mitigation Program Update

Attachment B

Summary of Coordination with New Irvine Ranch Conservancy

Staff met with the New Irvine Ranch Conservancy (NIRC) and the resources agencies to discuss potential solutions to off-set cost increases. In general, the solutions proposed include acreage adjustments to upland and a small amount of riparian, which would not affect the regulatory permitting process. The off-setting efforts were proposed to strategically minimize impacts to the integrity of the NIRC restoration projects, as well as the Natural Community Conservation Plan/ Habitat Conservation Plan commitments. The NIRC projects were funded largely due to their innovative approach to achieve landscape level mitigation while minimizing cost, when compared to traditional restoration projects. Acres identified for reduction are generally marginal and do not undermine project or conservation goals. Upland habitat within each watershed was targeted to minimize effects to the overall restoration projects. The combined acquisition and restoration projects will provide sufficient upland habitat. Table 1 shows the NIRC's proposed restoration acreage.

TABLE 1 - PROPOSED ADJUSTMENTS TO NIRC RESTORATION PROJECTS				
RESTORATION PROJECT	HABITAT TYPE	ORIGINAL ACREAGE	PROPOSED ACREAGE REDUCTION*	PROPOSED ACREAGE
AGUA CHINON/ BEE FLAT	ELDERBERRY SCRUB AND RIPARIAN**	94.9	4.8	90.1
LOWER SILVERADO	UPLAND SCRUB AND RIPARIAN**	44	15.6	28.4
WEST LOMA	UPLAND SCRUB	80	17.53	62.47
TOTALS		218.9	37.93	180.97

*Proposed acreage reduction is subject to change and may be adjusted slightly once the restoration work is completed.

** Riparian acreage reduction will not affect restoration within waters of the U.S.

Based on the proposed modifications by NIRC, the three projects would be reduced by 37.93 acres (consisting of 1.44 acre riparian and the remaining upland habitat). The original Agua Chinon contract was amended previously to include \$40,000 for additional documentation work. With the current requirements from the ACOE, the three contracts incurred a total of \$48,815 to cover additional time to revise, respond, and support changes to the restoration projects based on regulatory requirements. Prior to the recent requirements, the three contracts totaled \$4,185,580 and will increase to \$4,234,395. The reduction in acreage for the NIRC projects will result in an increase in the per acre cost, from approximately \$25,400/acre to \$28,300/acre. It is important to note that the revised cost for the NIRC restoration projects is still well below the cost of other funded restoration projects with the same habitat types on a per acre basis. Other funded restoration projects with similar habitat types cost between \$30,000/acre and \$40,000/acre.

*Information
Items*



COMMITTEE TRANSMITTAL

June 8, 2015

To: Members of the Board of Directors

From:  Laurena Weinert, Clerk of the Board

Subject: Measure M2 Quarterly Progress Report for the Period of January 2015 Through March 2015

Executive Committee Meeting of June 1, 2015

Present: Directors Donchak, Hennessey, Lalloway, Murray, Spitzer, Steel, and Ury

Absent: Director Nelson

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M2 Quarterly Progress Report for the Period of
January 2015 Through March 2015**

Staff Report



June 1, 2015

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2015 Through March 2015

A handwritten signature in black ink, appearing to read "Darrell Johnson", is written over a light grey rectangular background.

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of January 2015 through March 2015 for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace. 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 renewal of the Measure M Plan (Plan) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance which defines all the requirements for implementing the Plan. The ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring OCTA's contract with the voters is followed.

The Measure M2 (M2) Ordinance and Transportation Investment Plan, Ordinance No. 3, requires quarterly status reports regarding the major projects detailed in the plan be brought to the OCTA Board of Directors (Board). All M2 progress reports are posted online for public review.

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of January 1, 2015 through March 31, 2015 (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 included in the Capital Action Plan, Local Fair Share Program, and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception through March 2015.

Each quarter, the M2020 section of Attachment A is updated to provide further progress/status towards meeting the 14 objectives and managing major risks outlined in the M2020 Plan, as well as other identified risks and delivery challenges. Additionally, Attachment A includes a summary of M2 Program Management Office (PMO) activities that have taken place during the quarter. One area in particular is highlighted below.

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the Ten-Year Review with participation from each of the divisions. On April 13, 2015, staff presented to the Board the outline of the Ten-Year Review activities. Staff will return to the Board in August 2015 with an update on the review progress. A final report for the Board's review is planned for November 2015.

The following highlights M2 Program accomplishments that occurred during the second quarter:

- Ninety-day public comment period closed on February 6, 2015 for the Freeway Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan and draft environmental impact report and environmental impact statement (EIR/EIS).

- Construction began on February 9, 2015 for the Interstate 5 (I-5) from Avenida Pico to Avenida Vista Hermosa (Project C).

- M2 Taxpayers Oversight Committee, on February 11, 2015 at the annual public hearing, found OCTA has proceeded in accordance with the Measure M Ordinance for the 24th consecutive year.

- Project study report/project development support document (PSR-PDS) was signed by the California Department of Transportation (Caltrans) on February 19, 2015, for the I-5/EI Toro Road interchange (Project D) and on January 12, 2015, for State Route 55 (SR-55) from I-5 to State Route 91 (Project F).
- Design phase began on March 4, 2015 for the I-5 from State Route 73 (SR-73) to Oso Parkway/Avery Parkway interchange. (Project C and part of Project D).
- Expanded community based transit service in the City of Laguna Beach began on March 6, 2015, doubling current weekend service, as well as providing more frequency for the summer festival service (Project V).
- Finding of No Significant Impact for the Santa Ana/Garden Grove OC Streetcar Project was issued by the Federal Transit Administration (FTA) on March 10, 2015, which completed the environmental phase (Project S).
- Final EIR/EIS for Interstate 405 (I-405) (SR-55 to Interstate 605 {I-605}) was signed by Caltrans on March 26, 2015, and the record of decision is anticipated in May 2015 (Project K).
- Letter agreements with local agencies were completed to allow the use of funds for safe transit stops (Project W).

The following recent accomplishment(s) have taken place after the close of the first quarter:

- On April 9, 2015, the final environmental document for the I-5 between SR-55 to State Route 57 (SR-57) was approved by Caltrans (Project A).
- At the April 13, 2015 Board meeting, the Board approved project funding for the fifth round of the Regional Capacity Program (Project O).
- On April 22, 2015, OCTA successfully closed escrow on the Aliso Canyon property, OCTA's seventh Preserve property. This 151-acre parcel is adjacent to Aliso and Wood Canyons Wilderness Park. The proximity to these open space areas forms a critical wildlife linkage between existing conservation areas. The addition of this parcel brings the OCTA Preserve acreage to 1,300 acres (M2 Freeway Mitigation Program).

- On April 27, 2015, the Board approved additional funding necessary to complete new traffic studies requested by Caltrans on the SR-55 project between Interstate 405 (I-405) and I-5. Completion of these studies, and the environmental phase, is expected to conclude within 17 months of reinitiating the project (Project F).
- Also on April 27, 2015, the Board approved the terms and conditions and Caltrans cooperative agreement for the I-405 between SR-73 and I-605 (Project K).
- On May 5, 2015, OCTA received approval from FTA to move into project development on the Santa Ana/Garden Grove OC Streetcar Project and on May 11, 2015, OCTA held a commemorate event to celebrate with more than 150 attending (Project S).
- At the May 11, 2015 Board meeting the Board approved OCTA moving forward and acquiring right-of-way (ROW) needed for the I-405 between SR-73 and I-605 (Project K).

A critical factor in delivering M2 freeway projects is to ensure project scope, schedule, and budget remain on target. Project scope increases, project delays, and resulting cost increases can quickly affect project delivery.

Caltrans and OCTA have made progress over this past year; however, as with any program there are a number of issues that remain a challenge. Several projects are the topic of continued discussions between Caltrans and OCTA on the assumptions related to traffic studies for projects in the environmental phase, which include I-5 between SR-55 and I-405 (Project B), I-405 between SR-55 and I-5 (Project L), and State Route 91 from State Route 57 to SR-55 (Project I). Additionally, staff is working with Caltrans to determine roles and responsibilities for the ROW phase for the I-5 project between SR-73 and El Toro Road. (Project C).

M2020 Plan

Pages one through four of Attachment A (in every M2 quarterly report) include OCTA's progress on delivering the 14 objectives identified in the M2020 Plan. In summary, all 14 objectives are on track to be delivered as adopted by the Board. The PMO, working closely with OCTA's division directors and project managers, will continue to monitor and analyze risks associated with delivering the M2 program of projects. Staff will continue to keep the Board informed on these challenges through Capital Programs metrics staff reports, separate project specific staff reports, and these quarterly progress reports.

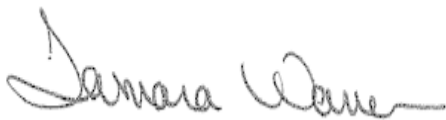
Summary

As required by M2 Ordinance No. 3, a quarterly report, covering activities from January 2015 through March 2015 is provided to update progress in implementing the M2 Transportation Investment 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 presented on the OCTA website. Hard copies are available by mail upon request.

Attachment

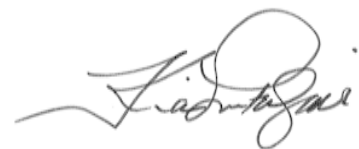
- A. Measure M2 Progress Report – Third Quarter of Fiscal Year 2014-15 – January 1, 2015 through March 31, 2015.

Prepared by:



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Approved by:



Kia Mortazavi
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ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M2 Quarterly Progress Report for the Period of
January 2015 Through March 2015**

Attachment A

Third Quarter Highlights:

- Freeway Projects
- Streets & Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program

ORANGE COUNTY

On the move



A blog on OCTA transportation news & events

Measure M Continues on Track, Says Independent Committee

Tuesday, February 10, 2015

For 24 consecutive years, OCTA has proceeded in accordance with the Measure M ordinance. That was the finding of the Measure M Taxpayers Oversight Committee at its annual Measure M public hearing on Feb. 11.

Measure M, Orange County's half-cent sales tax for transportation improvements, was approved by voters first in 1990 and renewed in 2006.

The independent, 11-member oversight committee was formed to monitor OCTA's use of Measure M funding, approve all changes to the Measure M plan and hold annual public hearings on the expenditure of funds generated by Measure M.

Projects funded by Measure M touch the lives of Orange County taxpayers every day and include freeway improvements, street widening and intersection improvements, signal synchronization, water quality improvement projects and open space acquisition and restoration for environmental mitigation, funding for Metrolink commuter rail service in Orange County, and programs and discounted fares that increase mobility for seniors and persons with disabilities.

More transportation improvements are on the way. Measure M is expected to generate nearly \$16 billion through 2041.



Measure M2

Progress Report

Third Quarter of Fiscal Year 2014-15
January 1, 2015 through March 31, 2015



Measure M2

Progress Report



SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities **from January 1, 2014 through March 31, 2014** is provided to update progress in implementing the M2 Transportation Investment Plan.

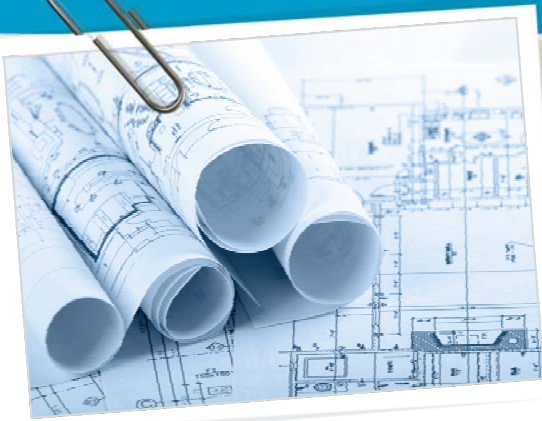
To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



Measure M2

Progress Report

TABLE OF CONTENTS



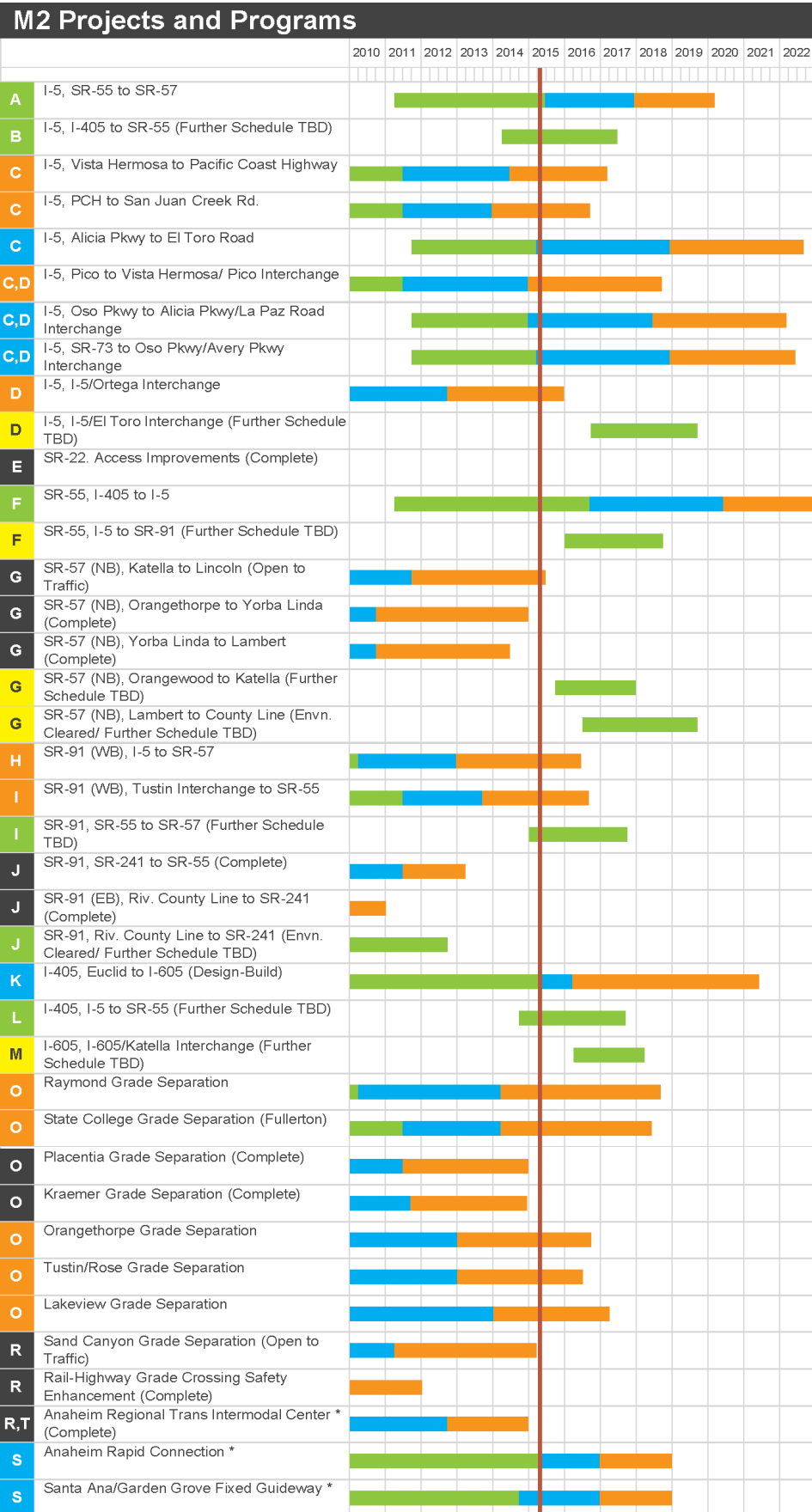
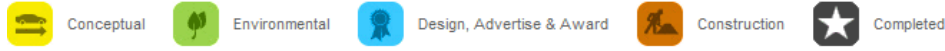
SECTION	PROJECT	PAGE
M2 Delivery Risk Update		1
M2020 Plan Update		2
Freeway Program (Projects A - N)		6
Interstate 5 (I-5) Projects	[A — D]	6
State Route 22 (SR-22) Project	E	9
State Route 55 (SR-55) Projects	F	10
State Route 57 (SR-57) Projects	G	11
State Route 91 (SR-91) Projects	[H — J]	12
Interstate 405 (I-405) Projects	[K — L]	14
Interstate 605 (I-605) Projects	M	16
Freeway Service Patrol	N	16
Streets and Roads (Projects O, P and Q)		17
Regional Capacity Program	O	17
Regional Traffic Signal Synchronization	P	20
Local Fair Share Program	Q	22
Transit Programs (Projects R, S, T, U, V and W)		23
High Frequency Metrolink Service	R	23
Transit Extensions to Metrolink	S	23
Regional Gateways for High-Speed Rail	T	26
Expand Mobility Choices for Seniors and Persons with Disabilities	U	27
Community Based Transit / Circulators	V	28
Safe Transit Stops	W	29
Environmental (Project X and Freeway Mitigation Program)		30
Environmental Cleanup	X	30
Freeway Mitigation Program (Part of Projects A — M)		31
Program Management Office		33
M2 Financing and Schedule of Funding		36
M2 Local Funding by Agency		40
Capital Action Status		42

Measure M2

Progress Report



Project Schedules



* Projects managed by local agencies.

Project K is a Design-Build project, with some overlap in activities during phases. Phase work can be concurrent.

Project S schedule is subject to OCTA Board direction and approved funding.

Shown schedules are subject to change.



Key:

One To Watch

At Risk

M2 Delivery Risk Update

Risks and challenges to overall Measure M2 delivery are described below with associated proposed actions and explanations. Originally, this section was dedicated to discussing the ten risks that were identified in the M2020 Plan. This section will continue to be used to discuss overall risks and challenges to M2 that the Measure M Program Management Office is watching.

	Delivery Risk	Explanation	Proposed Action
1	<p>Delay in project phases affecting overall costs and ability to deliver projects. Caltrans and OCTA maintain varying perspectives with regard to freeway program delivery.</p>	<p>A critical factor in delivering M2 is keeping project costs and schedules on target. All projects must remain on-track to ensure overall Plan delivery. Additionally, Caltrans and OCTA must remain coordinated, despite varying charges. OCTA is the funding agency, whose M2 mandate is to deliver projects promised to the voters while limiting impacts to the community. Caltrans' strategy is to address ultimate need for long-term solutions whenever possible. The challenge is how to balance these strategies.</p>	<p>Identify critical program activities and develop strategies to minimize delays. OCTA and Caltrans will work together to find common ground and allow for project delivery, which is critical to the success of both agencies. Projects experiencing delays will continue to be highlighted in these quarterly reports as well as divisional metric reports as appropriate. If a project is nearing a critical delay, a separate and specific project staff report will be presented to the Board to ensure awareness.</p>
2	<p>Availability of specialized staff given the scope of right-of-way (ROW) activities for the various freeway construction activities. The heavy demand on Caltrans' ROW resources will be a challenge for early acquisition. This is further challenged by a change in meeting frequency by the California Transportation Commission, a necessary step in ROW settlement.</p>	<p>Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. With the exception of Project K (I-405), OCTA does not have ROW authority and therefore relies on our partner Caltrans for this work effort.</p>	<p>OCTA and Caltrans will need to work closely to address the risk associated with Caltrans' limited ROW resources. OCTA and Caltrans are currently in talks to determine ROW lead on the I-5 segment between Oso Parkway and El Toro Road; an item is expected to go to the Board next quarter.</p>
3	<p>Availability of management and technical capabilities to deliver/operate future rail guideway projects.</p>	<p>In February 2015, the OCTA Board approved the procurement of project management consultant services for the upcoming engineering and construction phases of the Santa Ana/Garden Grove O.C. Streetcar Project. The selected project management consultant will assist OCTA in the development of plans related to project delivery, as well as management and operations.</p>	<p>The FTA requires the preparation of a Project Management Plan that OCTA will develop. The plan will demonstrate that we have the technical/ management capacity to construct and operate the OC Streetcar. This will have to be approved by FTA before construction. Rolled into this will be a Risk Management Plan.</p>
4	<p>Changes in priorities over the life of the program.</p>	<p>The Plan of Finance adopted by the Board in 2012 included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.</p>	<p>Staff regularly monitors Plan performance and delivery constraints. This will also be looked at as part of the Ten Year Review process, which will be completed in early 2016 and will be brought to the Board next for an update in Summer 2015.</p>



M2020 Plan Update

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

On September 10, 2012, the OCTA Board of Directors (Board) approved the M2020 Plan which is an eight-year plan that outlines projects and programs for all modes of transportation to be delivered on an expedited schedule between now and the year 2020. The plan also positions OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed. Below is a summary of our progress towards meeting the eight-year objectives, including a summary of the risks identified in the adopted plan, as well as other identified risks or delivery challenges.

Progress Update

The M2020 Plan identifies 14 objectives. Significant progress has been made with several projects advancing to construction. A summary of the progress to date for each of the 14 objectives identified in the Plan is outlined below.

M2020 Plan Objectives

1. Deliver 14 M2 freeway projects.

Three of the 14 projects are complete, SR-91 between SR-55 and SR-241 (Project J), SR-57 between Yorba Linda Boulevard and Lambert Road (Project G), and SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard. SR-57 between Katella Avenue and Lincoln Avenue (Project G) is wrapping up with the lane addition open to traffic. Additionally, another six projects are currently under construction. The I-5 project between SR-73 and El Toro Road (Project C) will be staged as three project segments going forward and all three on now in the design phase. The I-405 project between SR-55 and I-605 (Project K) is currently in the final environmental and initial design phases. Two of the 14 projects are in the environmental phase. For more details, see previous page (Project Schedules) and the project updates contained in the following pages.

2. Complete environmental phase for 9 remaining M2 freeway projects.

One of the nine projects is already environmentally cleared: RCTC's Corridor Improvement Program, SR-91 between SR-241 and SR-15 (Project J). Two projects are currently in the environmental phase, with another two projects slated to begin the environmental phase in late 2015 or early 2016. The remaining projects are scheduled to begin the environmental phase as shown on the previous page (Project Schedules), and be environmentally cleared by 2020.

3. Invest \$1.2 billion for Streets and Roads projects (Projects O, P, and Q).

To date, OCTA has awarded local agencies nearly \$200 million in Project O and Project P funds and has paid out nearly \$52 million or 26% of the awarded funding for local streets and roads improvements, which have either started construction or are scheduled to start construction in the next 3-5 years. Additionally, more than \$634 million is Board-approved for the OC Bridges Program's grade separation projects. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, since inception, approximately \$168 million of Local Fair Share funds (Project Q) has already been distributed to local agencies. Approximately \$49 million will be distributed this year, and this amount will grow annually.

...Continued from previous page

4. Synchronize 2,000 traffic signals across Orange County (Project P).

Through M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. The signal program will meet the target early (prior to 2020) of synchronizing at least 2,000 signalized intersections by early 2017. There have been four rounds of funding to date, providing a total of 62 projects with more than \$40 million in funding awarded by the Board since 2011.

5. Expand Metrolink peak capacity and improve rail stations and operating facilities (Project R).

Although well underway before the M2020 Plan was adopted, part of Project R (Metrolink Grade Crossing Improvements) was completed in conjunction with the Metrolink Service Expansion Plan (MSEP). This enhanced 52 Orange County rail-highway grade crossings with safety improvements, whereby the cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones at respective crossings. Additionally, within this Measure M program, funding is provided for rail line and station improvements to accommodate for increased service. Rail station parking lot expansions, such as improvements at Fullerton and Tustin stations, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway.

6. Expand Metrolink service into Los Angeles (Project R).

The Riverside County Transportation Commission, Los Angeles County Metropolitan Transportation Authority and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains. Effective April 5, 2015, several schedule changes will be made in an effort to improve utilization of the intra-county trains, including creating a new connection between the 91 Line and intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County.

7. Provide up to \$575 million to implement fixed-guideway projects (Project S).

On March 10, 2015, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact on the Santa Ana/ Garden Grove Street Car Project, which completed the environmental phase. The project can now advance into further design and engineering. On February 13, 2015 OCTA submitted its request to enter FTA's New Starts Project Development. FTA has reviewed the request and on March 25, 2015, determined it contains the necessary information for FTA to begin processing the request. OCTA anticipates receiving formal approval from FTA to enter Project Development by end of April 2015. For the Anaheim Rapid Connection Project, preparation of environmental documentation is underway. To address concerns regarding project costs and right-of-way needs, the Anaheim City Council has requested that additional alignment alternatives be evaluated during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and approximately \$11 million to the City of Santa Ana, totaling approximately \$29 million. This total is in addition to the proposed \$575 million to implement the fixed-guideway projects.

...Continued from previous page

8. Deliver improvements that position Orange County for connections to planned high-speed rail projects (Project T).

The City of Anaheim, who lead the construction effort, opened the facility to rail and bus service on December 6, 2014, held a ribbon cutting ceremony on December 8, 2014 and a grand opening celebration on December 13, 2014. The Metrolink and Amtrak Anaheim Station Service has now shifted from its prior location in the Anaheim Stadium parking lot to the new location at ARTIC. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated in the first half of 2015.

9. Provide up to \$75 million of funding to expand mobility choices for seniors and persons with disabilities (Project U).

To date, approximately \$31 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.

10. Provide up to \$50 million of funding for community-based transit services (Project V).

On June 24, 2013, the OCTA Board of Directors approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. This has been the only round of funding to date. OCTA staff presented a staff report to the Technical Advisory Committee on October 22, 2014 requesting letters of interest for the next call for projects. These letters were due to OCTA by December 31, 2014; seven letters of interest were received. Staff anticipates a second Call for Projects in 2016.

11. Acquire and preserve 1,000 acres of open space, establish long-term land management, and restore approximately 180 acres of habitat in exchange for expediting the permit process for 13 of the M2 freeway projects (Projects A-M).

The Freeway Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and 11 restoration projects approved by the Board, totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions (inclusive of setting funds to pay for long-term property maintenance), \$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.

12. Complete resource management plans to determine appropriate public access on acquired properties.

The draft NCCP/HCP along with the draft environmental document (EIR/EIS) were both released for a 90-day public review period in November 2014. Public meetings were held in November and December 2014. The close of the public comment period for these documents is February 6, 2015. Staff anticipates the public release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in the spring of 2015. These RMP's will determine the appropriate management needs (consistent with the NCCP/HCP) of each of the acquired properties. The final NCCP/HCP is anticipated to be brought to the Board for adoption in late 2015 or early 2016. The remaining sixth property, along with any future acquired property, will be the subject of future releases once biological surveys have been conducted and will follow a similar process.

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13. Implement water quality improvements of up to \$20 million to prevent flow of roadside trash into waterways (Project X).

To date, there have been four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of over \$11 million have been awarded by the OCTA Board since 2011. The Board approved the release of the fifth Tier 1 Call for Projects on March 9, 2015. The fifth Tier 1 Call for Projects was released on March 16, 2015 and will close on May 15, 2015.

14. Provide up to \$38 million to fund up to three major regional water quality improvement projects as part of the Environmental Cleanup Program (Project X).

There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of over \$27 million have been awarded by the OCTA Board since 2013.



Interstate 5 (I-5) Projects

Project A

I-5 (SR-55 to SR-57)

Status: Finalizing Environmental Phase

Summary: This project will increase HOV lane capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the final Environmental Document was approved by Caltrans, and the final Project Report is anticipated to be approved by Caltrans next quarter. Also this quarter, the Board approved the selection of a consultant to conduct the design phase work. The completion of the environmental phase is expected next quarter in April and the design phase is scheduled to begin in mid-2015. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay which is a result of additional time needed earlier in the study due to scoping decisions, consultant production, and approval delays.

Contact: Rose Casey, Highways
(714) 560-5729

Project B

I-5 (SR-55 to the El Toro “Y” Area)

Status: Environmental Phase Underway

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on the I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the Project Development Team continued engineering and environmental work. On January 26th, in the City of Irvine and January 28th in the City of Tustin, OCTA and Caltrans held public information meetings to inform the public of the breath of the upcoming project. The project schedule has been delayed while Caltrans and OCTA management have continued discussions on the network assumptions to be included in the traffic studies for this project. The draft Project Report and draft Environmental Document are expected to be complete in December 2016, and the final Environmental Document is expected to be complete in August of 2017.

Contact: Rose Casey, Highways
(714) 560-5729



Project C & Part of Project D

Contact: Rose Casey, Highways
(714) 560-5729

I-5 (SR-73 to Oso Parkway/ Avery Parkway Interchange)

Status: Began Design Phase

Summary: This project will make improvements along the I-5 between the SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction from Avery Parkway to Alicia Parkway and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, design phase work began on March 4, 2015. Major activities this quarter included obtaining permits and starting field survey and project base map. Design work is anticipated to be complete in late 2017.

Contact: Rose Casey, Highways
(714) 560-5729

I-5 (Oso Parkway to Alicia Parkway/ La Paz Road Interchange)

Status: Design Phase Underway

Summary: This project will make improvements along the I-5 between Oso Parkway and Alicia Parkway in the cities of Laguna Hills and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase began in November 2014 and is currently underway. Major activities this quarter included completion of field surveys, coordination with local cities and stakeholders, and preparation of permit applications to allow for the start of utility potholing and geotechnical investigations. Work also continued on the roadway geometric design. Staff continued to negotiate with Caltrans regarding right-of-way support services, which OCTA has requested Caltrans to provide, and which Caltrans has indicated they will not provide; agreement must be reached and executed soon for the project to stay on schedule. Design work is anticipated to be complete in 2017, assuming the schedule is not delayed.

Contact: Rose Casey, Highways
(714) 560-5729

I-5 (Alicia Parkway to El Toro Road)

Status: Procurement for Design Phase Underway

Summary: This project will make improvements along the 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 Alicia Parkway to El Toro Road. This quarter, procurement activities to select a consultant to conduct the design phase work was completed. Staff continued to negotiate with Caltrans regarding right-of-way support services, which OCTA has requested Caltrans to provide, and which Caltrans has indicated they will not provide; agreement must be reached and executed by June 2015 for the project to stay on schedule. Design work is anticipated to be complete in 2018, assuming the schedule is not delayed.



...Project C & Part of Project D continued from previous page

Contact: Rose Casey, Highways
(714) 560-5729

I-5 (Avenida Pico to Avenida Vista Hermosa)

Status: Construction Began

Summary: This segment will add a carpool lane in each direction on the I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D). This quarter, construction began on February 9, 2015. Activities included clearing and grub work, traffic relocated outside of the project work area in both freeway directions, and a pavement section was constructed within the existing median area. With a bridge demolition coming at the end of April, outreach efforts this quarter focused on this segment. Communication with constituents has increased and several community outreach meetings took place with the public, elected officials and with local schools. Construction is anticipated to be complete in mid-2018.

Contact: Rose Casey, Highways
(714) 560-5729

I-5 (Avenida Vista Hermosa to PCH)

Status: Construction Underway

Summary: This segment will add a carpool lane in each direction of the I-5 between Avenida Vista Hermosa and Pacific Coast Highway in San Clemente. Construction began in September 2014. During this quarter, project activities included continued excavation for retaining wall work and ground monitoring. Roadway and shoulder excavation work will begin next quarter. Public outreach efforts were focused on residents affected by sound wall and retaining wall work. Construction is 17 percent complete and scheduled to be complete in March 2017.

Contact: Rose Casey, Highway
(714) 560-5729

I-5 (PCH to San Juan Creek Road)

Status: Construction Underway

Summary: This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began in March 2014. During this quarter, construction crews continued work on the PCH Connector Bridge, Camino Capistrano on-ramp, sound walls and roadway excavation. Residents and city officials were apprised of pile driving on a major retaining wall, which required daytime lane closures on southbound I-5. Construction work is 46 percent complete, and is anticipated to be complete in September 2016.

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...Project D continued from previous page

Project D

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

Contact: Charlie Larwood, Planning
(714) 560-5683

I-5 El Toro Road Interchange

Status: Project Study Report/ Project Development Support Document Approved

Summary: Caltrans approved the Project Study Report/ Project Development Support (PSR-PDS) during the quarter on February 20, 2015 and the document is considered final and complete. The PSR-PDS includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and one alternate access point adjacent to the interchange. The project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin in late 2016.

Contact: Rose Casey, Highway
(714) 560-5729

I-5/ Ortega Highway Interchange

Status: Construction Underway

Summary: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over the I-5, and improve local traffic flow along the SR-74 and Del Obispo Street in the City of San Juan Capistrano. During the quarter, demolition and reconstruction activities on the north-half of the bridge continued. Falsework for the second half of the bridge has been placed. Construction of the northbound on-ramp is underway. All project areas west of the I-5 are now open to traffic. Construction is 70 percent complete, and the project is expected to be complete in December 2015.

State Route 22 (SR-22) Projects

Project E

SR-22 Access Improvements



Contact: Rose Casey, Highways
(714) 560-5729

Status: PROJECT COMPLETE

Summary: Completed in 2008, Project E added improvements at key SR-22 interchanges (at Brookhurst Street, Euclid Street, and Harbor Boulevard) 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.



State Route 55 (SR-55) Projects

Project F

Contact: Rose Casey, Highway
(714) 560-5729

SR-55 (I-405 to I-5)

Status: Environmental Phase - ON HOLD

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. Last quarter, OCTA staff worked with Caltrans to determine the scope of work required to comply with Caltrans request to complete additional traffic studies prior to release of the draft Environmental Document for public circulation. The environmental phase for the SR-55 between the I-405 and I-5 remains on hold pending Board approval of additional funding necessary to complete the studies requested by Caltrans, which is planned to be requested at the April 20th OCTA Regional Planning and Highways Committee and April 27th OCTA Board meetings. Completion of the Environmental Phase is expected to complete within 17 months of re-initiating the project. Cost escalation on this project is an overall project delivery risk. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay which is a result of the time needed to complete additional traffic studies.

Contact: Charlie Larwood, Planning
(714) 560-5683

SR-55 (I-5 to SR-91)

Status: Project Study Report/Project Development Support Document Approved

Summary: This project will add capacity between the I-5 and SR 22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. All of the project alternatives in the draft Project Study Report/ Project Development Support (PSR-PDS) document include the addition of one general purpose lane in each direction between SR-22 and Fourth Street and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of additional operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. This quarter, OCTA staff in coordination with Caltrans, finalized the PSR-PDS in January 2015. The project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin in mid-2016.



State Route 57 (SR-57) Projects

Project G

SR-57 NB (Lambert Road to Tonner Canyon Road)

Contact: Rose Casey, Highway
(714) 560-5729

Status: Conceptual Phase Complete

Summary: OCTA previously completed a Project Study Report/Project Development Support (PSR-PDS) document for the Lambert Road to Tonner Canyon Road segment, which will add a truck-climbing lane from Lambert Road to Tonner Canyon Road. The segment will be cleared environmentally by 2020. Future work will be planned so that it coincides with related work by the Los Angeles Metropolitan Transportation Authority across the county line.

SR-57 NB (Yorba Linda Boulevard and Lambert Road)



Contact: Rose Casey, Highway
(714) 560-5729

Status: PROJECT COMPLETE

Summary: This project increased capacity and improved operations by widening the northbound SR-57 between Yorba Linda Boulevard and Lambert Road with the addition of a new general purpose lane, as well as other improvements. Construction was completed on May 2, 2014 for this segment.

SR-57 NB (Orangethorpe Avenue and Yorba Linda Boulevard)



Contact: Rose Casey, Highway
(714) 560-5729

Status: PROJECT COMPLETE

Summary: This project increased capacity and improved operations by widening the northbound SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard with the addition of a new general purpose lane, as well as other improvements. Final traffic striping was completed on this segment and the new general purpose lane was opened to traffic on April 27, 2014. The project was completed on November 06, 2014.

SR-57 NB (Katella Avenue and Lincoln Avenue)

Contact: Rose Casey, Highway
(714) 560-5729

Status: New Lane Open to Traffic

Summary: This project will increase capacity and improve operations by widening the northbound SR-57 between Katella Avenue and Lincoln Avenue with the addition of a new general purpose lane, as well as other improvements. This quarter, final Caltrans safety and maintenance recommendations were incorporated into the project prior to acceptance. This segment is approximately 99 percent complete and the total project is anticipated to be complete in April 2015.

Continues on the next page...



Project G continued from the previous page...

SR-57 NB (Orangewood Avenue to Katella Avenue)

Contact: Charlie Larwood, Planning
(714) 560-5683

Status: Procurement for the Environmental Phase Underway

Summary: OCTA initiated a Project Study Report/ Project Development Support (PSR-PDS) document to add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane, which was recently opened to traffic between Katella Avenue and Lincoln Avenue. Last quarter, the PSR-PDS was approved by Caltrans. The project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin in late 2015. Procurement is underway and this quarter, OCTA staff released a Request for Proposals for engineering services to complete the Environmental Phase of the project.

State Route 91 (SR-91) Projects

Project H

Contact: Rose Casey, Highway
(714) 560-5729

SR-91 WB (SR-57 to I-5)

Status: Construction Underway

Summary: This project will add capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provide operational improvements at on and off ramps between Brookhurst Street and State College Boulevard. This quarter, excavation work and the forming of abutments, piers and bents continued at the six bridges that require widening. The bridges remain open to traffic. Construction is approximately 67 percent complete and is anticipated to be complete in mid-2016.

Project I

Contact: Rose Casey, Highway
(714) 560-5729

SR-91 (SR-55 to Tustin Avenue Interchange)

Status: Construction Underway

Summary: This project will improve 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 is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, work continued on excavation, and the pouring of retaining walls and piers for the Santa Ana River Bridge widening. Construction is approximately 49 percent complete. The project is anticipated to be complete in mid-2016.



Project I continued from the previous page...

SR-91 (SR-57 to SR-55)

Contact: Rose Casey, Highway
(714) 560-5729

Status: Environmental Phase Underway

Summary: This project will improve traffic flow and operations along the eastbound SR-91 within the cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in other segments within the project limits. The PSR-PDS was approved by Caltrans in October 2014. Discussions are underway between Caltrans and OCTA management on the network assumptions to be included in the traffic studies for this project. The Environmental Phase began in January 2015 and is expected to be complete in late 2017.

Project J

SR-91 Eastbound (SR-241 to SR-71)



Contact: Rose Casey, Highway
(714) 560-5729

Status: PROJECT COMPLETE

Summary: Complete 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 the SR-71 and Green River Road. An additional eastbound general purpose lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act (ARRA) funding for this M2 project, saving M2 revenues for future projects.

SR-91 (SR-241 to SR-55)



Contact: Rose Casey, Highway
(714) 560-5729

Status: PROJECT COMPLETE

Summary: This completed Project J segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding twelve 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 eighteen lane miles have been added to SR-91 since December 2010.



Project J continued from the previous page...

SR-91 (SR-241 to I-15)

Contact: Rose Casey, Highway
(714) 560-5729

Status: RCTC's Design-Build Construction Underway

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 December 11, 2013, the Riverside County Transportation Commission's (RCTC) contractors broke ground on this \$1.3 billion freeway improvement project. 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. With RCTC's focus on extending the 91 Express Lanes and adding a general purpose lane east of SR-71, construction of the final additional general purpose lane between SR-241 and SR-71 will take place post-2035. (RCTC is responsible for the lane between Green River and SR-71 while OCTA will be responsible for the lane west of Green River to SR-241.) To maintain synchronization, these general purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR 71. This action is consistent with the 2014 SR-91 Implementation Plan.

Interstate 405 (I-405) Projects

Project K

I-405 (SR-55 to I-605)

Contact: Rose Casey, Highway
(714) 560-5729

Status: Finalizing Environmental Phase

Summary: OCTA and Caltrans are finalizing the environmental study to widen the I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add mainline capacity and improve the local interchanges along the corridor from SR-73 to the I-605.

On July 25, 2014, despite OCTA's Board recommendation to select Alternative 1 (the Measure M, single general purpose lane alternative) Caltrans informed OCTA that Alternative 3 (general purpose lane and second HOV lane to be combined with existing HOV lane providing dual tolled express lane facility) would be the Project preferred alternative. The OCTA Board directed staff to negotiate terms for a cooperative agreement with Caltrans to implement the Project preferred alternative in a two-phased approach. If a phased approach to Project implementation was utilized, OCTA would construct Phase 1, which entails adding one general purpose (GP) lane in each direction from Euclid Street to I-605, consistent with Measure M2 (M2) Project K.

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Measure M2

Progress Report

FREEWAYS



Project K continued from the previous page...

Caltrans would construct Phase 2, which entails adding an additional lane in each direction that would combine with the existing high-occupancy vehicle (HOV) lane to provide dual tolled express lanes in each direction on I-405 from SR-73 to I-605. ultimate location from Euclid Street to I-605.

At the December 8, 2014 OCTA Board meeting, OCTA staff was directed to continue negotiating the design-build (DB) cooperative agreement with Caltrans, particularly in regards to specific right-of-way (ROW) acquisition and capital cost-sharing language. On January 8, 2015, OCTA received a letter from Caltrans informing OCTA that it did not support modifications to the ROW language in the DB cooperative agreement. Furthermore, Caltrans informed OCTA in the letter that it identified needed funding to pay for necessary acquisitions and construction of betterments required for Caltrans implementation of Phase 2 within the Phase 1 limits of the Project from Euclid Street to I-605. With this new funding commitment, Caltrans requested that OCTA's Phase 1 of the Project be implemented in a manner that would place the GP lanes infrastructure, excluding tolled express lane facilities, at the ultimate location between Euclid Street and I-605. This includes acquiring the necessary property and constructing the pavement, walls, overhead signs, drainage systems, relocated utilities, communications systems, and other facilities at the ultimate location from Euclid Street to I-605.

At the February 9, 2015 Board meeting, OCTA staff was directed to again re-engage in discussions with Caltrans on the DB cooperative agreement and return to the Board with an alternative option for OCTA to proceed as the lead agency for the full implementation of the Caltrans Project preferred alternative, including policies required for operations, management, and excess revenue use. In addition, the OCTA Chairman appointed an I-405 ad-hoc committee (Committee) of the Board to provide guidance to the Chief Executive Officer for negotiations with Caltrans. It was noted that having OCTA implement the full Project preferred alternative would fulfill the M2 promise, ensure local control, and construct the Project under a single contract, which would reduce impacts to the communities and the traveling public.

During the quarter, the Final EIR/EIS was signed by Caltrans on March 26, 2015. In addition, work continued on preliminary engineering tasks, DB procurement documents, third party and stakeholder coordination and negotiations continued with Caltrans on the DB cooperative agreement and Project terms and conditions. It is anticipated that the DB cooperative agreement along with Project terms and conditions will be presented to the Board for approval in April 2015. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay. Additional project risks include potential legal actions by opponents of the project, potential for further delay in Board approval of the design-build cooperative agreement, potential escalation of costs associated with further delay and compression of time available for ROW acquisition. Caltrans prevailed in the American Council of Engineering Companies (ACEC) lawsuit that challenged certain aspects of AB 401. ACEC has decided not to appeal this decision. This eliminates the risk of OCTA not being allowed to utilize the DB method of delivery on this project pursuant to AB 401.



Project L

Contact: Rose Casey, Highway
(714) 560-5729

I-405 (SR-55 to the I-5)

Status: Environmental Phase Underway

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. Last quarter, the Environmental Phase began. This quarter, the Project Development Team continued engineering and environmental work. Discussions are underway between Caltrans and OCTA management on the network assumptions to be included in the traffic studies for this project. The Environmental Phase is anticipated to be complete in August 2017.

Interstate 605 (I-605) Projects

Project M

Contact: Charlie Larwood, Planning
(714) 560-5683

I-605 Interchange Improvements

Status: Draft Final Project Study Report/ Project Development Support Document Under Review

Summary: This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. Last quarter, the Project Study Team finalized three conceptual project alternatives to be studied as part of the Project Study Report/ Project Development Support (PSR-PDS) document. During the quarter, Caltrans continued its draft final PSR-PDS review. A final draft of the PSR-PDS was submitted in March, after responding to minimal comments, the PSR-PDS is now in the final signature cycle phase at Caltrans.

Project N

Contact: Sue Zuhlke, Motorist Services
(714) 560-5574

Freeway Service Patrol

Status: Service Ongoing

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 quickly clear freeway lanes and minimize congestion. During this quarter, the mid-day service provided assistance to 1,578 motorists, weekend service provided assistance to 978 motorists, and construction service provided assistance to 710 motorists. Since inception, M2 and Construction funded FSP has provided a total of 31,381 assists to motorists on the Orange County freeway system.



Project O

Regional Capacity Program

Status: 2015 Project Funding to Begin Next Quarter

Summary: This program, in combination with required local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. On August 11, 2014, the Board approved the release of the 2015 Call for Projects, making approximately \$35 million available to fund additional road improvements throughout the county. On October 24, 2014, local agencies submitted 27 applications for funding. During the quarter, project funding recommendations were finalized and approved by OCTA's Technical Advisory Committee. The Board will approve project funding based on staff recommendations, which is expected on April 13, 2015. With Board approval, the fifth round of funding will increase this total award amount by 23 projects and approximately \$32 million. A total of 80 projects in the amount of more than \$161 million have been awarded by the Board since 2011.

Contact: Roger Lopez, Planning
(714) 560-5438

OC Bridges Railroad Program

This program will build seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe Railroad in North County. A status for each of the seven projects follows. As of the end of this quarter, five grade separation projects are under construction and two are complete (Kraemer and Placentia).

Contact: Rose Casey, Highway
(714) 560-5729

Kraemer Boulevard Grade Separation



Status: PROJECT COMPLETE

Summary: The project located at Kraemer Boulevard railroad crossing is now 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. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities. The contractor completed plant establishment work this quarter.

Contact: Rose Casey, Highway
(714) 560-5729

Continues on the next page...



...Project O continued from previous page

Lakeview Avenue Grade Separation

Contact: Rose Casey, Highway
(714) 560-5729

Status: Construction Underway

Summary: The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. The project located at Lakeview Avenue railroad crossing will grade separate 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 reconfigure the intersection of Lakeview and Orangethorpe. Construction began on July 1, 2014. Project activities this quarter included advanced utility relocation work, sewer and street drainage facility work, waterlines, and retaining wall construction. Lakeview Avenue north of Orangethorpe Avenue was closed on February 25, 2015. Lakeview Avenue south of Orangethorpe Avenue was closed to through traffic on March 13, 2015. Local access to all businesses was maintained. Construction progress is approximately 23 percent complete and is expected to be complete by early 2017.

Orangethorpe Avenue Grade Separation

Contact: Rose Casey, Highway
(714) 560-5729

Status: Construction Underway

Summary: The project located at Orangethorpe Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction, which continued during the quarter. Construction activities this quarter included pile driving for retaining walls and bridge abutments, forming abutments for Orangethorpe Bridge and Miller Avenue Bridge, building retaining walls, and raising the elevation of Orangethorpe Avenue/Chapman Avenue intersection. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014. Chapman Avenue was closed on January 5, 2015 for approximately 10 months; extensive public outreach efforts have been performed to notify the public of the on-going closure. Construction progress is approximately 45 percent complete and the project is expected to be completed by mid-2016.

Placentia Avenue Grade Separation



Contact: Rose Casey, Highway
(714) 560-5729

Status: PROJECT COMPLETE

Summary: The project located at Placentia Avenue railroad crossing is now 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. An event was held on March 12, 2014 to commemorate the opening to traffic. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities. The contractor will continue with plant establishment work through next quarter.



Project O continued from the previous page...

Raymond Avenue Grade Separation

Contact: Rose Casey, Highway
(714) 560-5729

Status: Construction Underway

Summary: The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA will provide construction oversight, public outreach, railroad coordination and right-of-way support. Construction began on June 2, 2014. Activities this quarter included advanced utility work, temporary bypass road grading, various street drainage facility work, sewer and waterline relocation work and railroad retaining wall construction and grading. Construction progress is approximately 30 percent complete and is expected to be complete in mid-2018.

State College Boulevard Grade Separation

Contact: Rose Casey, Highway
(714) 560-5729

Status: Construction Underway

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter included retaining wall shoring, various street drainage facility work, railroad retaining wall construction and grading, as well as sewer, waterline and advanced utility relocation work. The intersection of State College Boulevard and East Valencia Drive was closed on January 9, 2015 for approximately 2.5 years to allow for the construction of the new bridge at the railroad tracks. Extensive public outreach efforts have been performed to notify the public of the on-going closure. Construction progress is approximately 30 percent complete and is expected to be completed by mid-2018.

Tustin Avenue/ Rose Drive Grade Separation

Contact: Rose Casey, Highway
(714) 560-5729

Status: Construction Underway

Summary: The project located at Tustin Avenue/Rose Drive railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction, which continued during the quarter. Activities this quarter included completion of the bypass road with a temporary railroad crossing. The bypass road and new Del Cerro Drive were opened to traffic on October 5, 2014. Paving and grading work continued, as well as the construction of retaining walls, embankments, drainage and sewer facilities and large diameter foundation piles. Construction progress is approximately 48 percent complete and is expected to be completed by mid-2016.



Project P

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

Regional Traffic Signal Synchronization Program (RTSSP)

Status: Ongoing (See current RTSSP projects' statuses illustrated on the map on the next page)

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 2,000 intersections as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. There have been four rounds of funding to date, providing a total of 62 projects with more than \$40 million in funding awarded by the OCTA Board since 2011.

Sixteen Regional Traffic Signal Synchronization Program (RTSSP) projects programmed for FY 2011/12 are all underway. Fifteen of the sixteen projects will have signal synchronization completed by June 30, 2015, with the sixteenth project expected to have timing implemented by the end of the second quarter of FY 15/16. These projects synchronize 550 intersections on 151 miles of roadways.

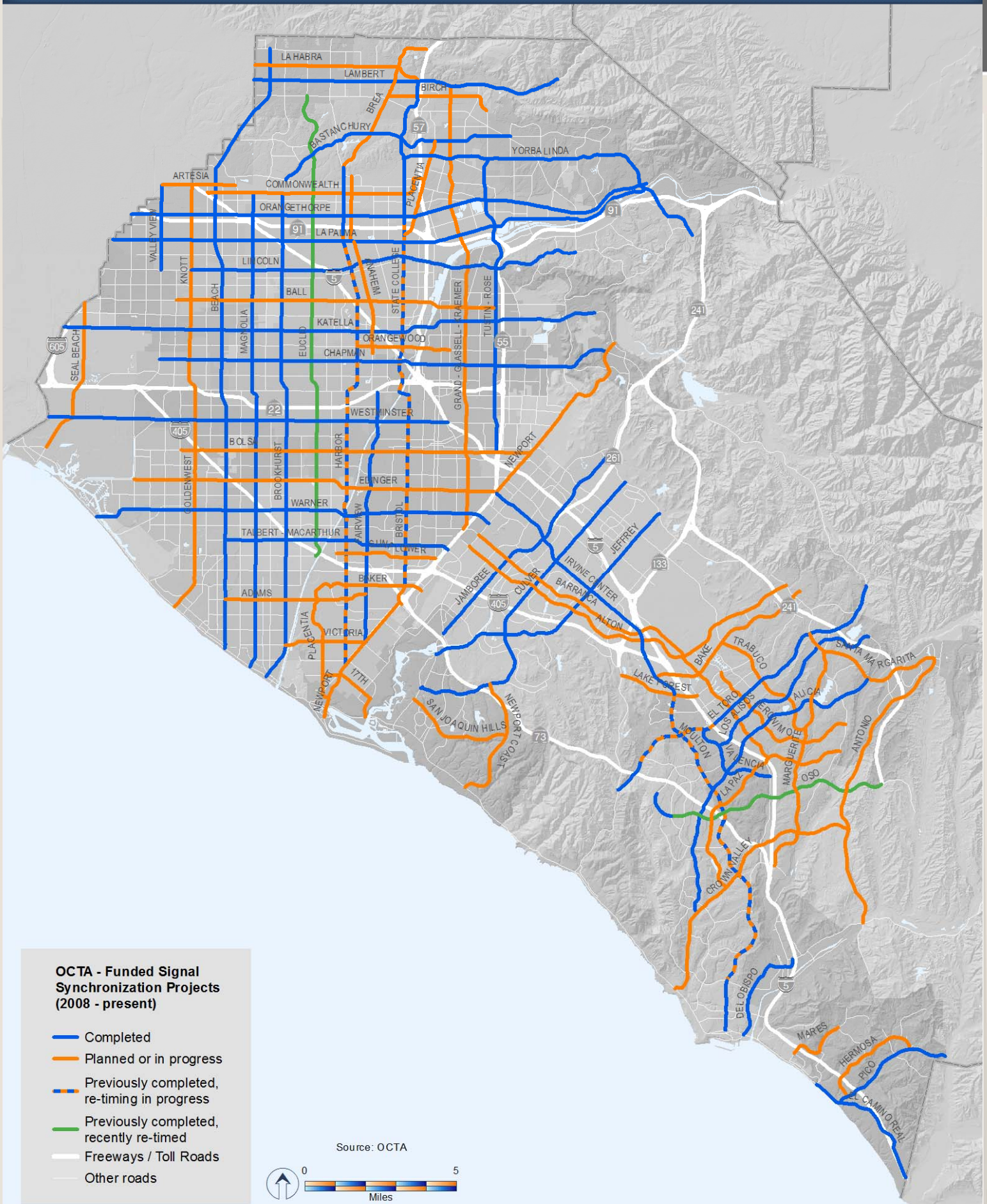
Twenty-three RTSSP projects programmed for FY 2012/13 are underway with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in December 2015.

Thirteen RTSSP projects programmed for FY 2013/14 are underway. Administrative cooperative agreements have been executed between the stakeholder agencies for the thirteen projects. All projects have begun with implementation of signal timing and signal system improvements. These projects will synchronize an additional 366 intersections on 101 miles of roadways. Completion of these projects is anticipated for December 2016.

In April 2014, \$8.4 million was allocated for 10 projects programmed for FY 2014/15, two of which are now led by OCTA staff. Eight of these projects are underway and led by local agencies. OCTA has commenced the cooperative agreement process with the participating agencies on the two projects it is leading. It is anticipated that these two projects will begin in May 2015.

As part of the 2015 annual Call for Projects for the Regional Traffic Signal Synchronization Program, more than \$16 million will be available for signal synchronization projects. The Call for Projects closed on October 24, 2014. Recommendations for project funding will go to the Board for approval in April of 2015.

OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

- Completed
- Planned or in progress
- Previously completed, re-timing in progress
- Previously completed, recently re-timed
- Freeways / Toll Roads
- Other roads

Source: OCTA





Project Q

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

Local Fair Share Program

Status: Ongoing

Summary: This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is 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. To date, approximately \$168 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See page 40 for funding allocation by local agency.



Project R

High Frequency Metrolink Service

Project R will increase rail services within the county and provide additional Metrolink service north of Fullerton to Los Angeles. The program will provide 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.

Metrolink Grade Crossing Improvements



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

Status: PROJECT COMPLETE

Summary: Enhancement of the designated 52 Orange County at-grade rail-highway crossings was completed as part of the Metrolink Service Expansion Program (MSEP) in October 2012. Completion of the safety improvements provides 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.

Metrolink Service Expansion Program

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

Status: Service Ongoing

Summary: Following the completion of Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during mid-day and evening hours. Despite OCTA’s efforts in marketing, ridership on the intra-county MSEP trains remains lower than desired. Efforts are underway to increase the ridership through a redeployment of the trains, without significantly impacting operating costs on these trains. Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles County, but this is contingent on available funding and cooperation with involved partners.

Staff continues to work with the Burlington Northern Santa Fe Railroad (BNSF), the Riverside County Transportation Commission (RCTC), and the Los Angeles County Metropolitan Transportation Authority (Metro) to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. This quarter, RCTC, Metro and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains north of Fullerton. Effective April 5, 2015, several schedule changes will be made in an effort to improve utilization of the intra-county trains, including creating a new connection between the 91 Line and intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County.

Continues on the next page...



Project R continued from the previous page...

Rail Line & Station Improvements

Additionally under the Metrolink Service Expansion Program, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan pages at the back of this report, or for information on project statuses, see the transit summary within the separate staff report for the Measure M1 Quarterly Update.

Sand Canyon Avenue Grade Separation

Contact: Rose Casey, Highway
(714) 560-5729

Status: Open to Traffic

Summary: The project located at Sand Canyon Avenue railroad crossing is now grade separated and open to traffic. The project grade 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. Though currently open to traffic, project work continues and includes work on the pump station, storm drains, fencing, water line, sewer line, traffic signalization, landscaping and pavement preparation. The project completion has been extended to May 2015 to finish all work.

Project S

Transit Extensions to Metrolink

Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destinations using transit in order to broaden the reach of Metrolink to other Orange County cities, communities and activity centers. There are currently two areas of this program, a fixed guideway program (Street Car) and a rubber tire transit program.

Continues on the next page...



Project S continued from the previous page...

Anaheim Rapid Connection (ARC) Project

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

Status: Environmental Phase Underway

Summary: The Anaheim Rapid Connection project (ARC) will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. Preparation of environmental documentation for ARC by the City of Anaheim is underway. In an effort to avoid right-of-way impacts associated with the City's Locally Preferred Alternative north of Disney Way, the City Council requested City staff to study an east/west connection between Clementine Street and Harbor Boulevard along Disney Way as well as an additional maintenance facility site along Katella Avenue. On April 21, 2015, the Anaheim City Council is anticipated to discuss the inclusion of these alternatives in the environmental review. After council discussion, the City of Anaheim will provide OCTA with an update on the alignments to be evaluated in the environmental document along with a project schedule for review and comment. The draft environmental document is expected to be released for public review in the spring of 2016.

Santa Ana-Garden Grove Fixed Guideway (OC Street Car) Project

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

Status: Environmental Phase Completed

Summary: The OC Streetcar, formerly known as the Santa Ana-Garden Grove Streetcar, will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. On January 20, 2015, the Santa Ana City Council unanimously voted to certify the Final Environmental Impact Report for the Streetcar Project. Additionally, on February 10, 2015 the Garden Grove City Council approved the Locally Preferred Alternative adopted by the Santa Ana City Council. This quarter on March 10, 2015, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact for the project, which completed the environmental phase. The project can now advance into further design and engineering. On February 13, 2015 OCTA submitted its request to enter FTA's New Starts Project Development. FTA has reviewed the request and on March 25, 2015, determined it contains the necessary information for FTA to begin processing the request. OCTA anticipates receiving formal approval from FTA to enter Project Development by end of April 2015. On February 23, 2015, the OCTA Board approved the selection of a project management consultant for the engineering and construction phases of the project.

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Project S continued from the previous page...

Contact: Roger Lopez, Planning
(714) 560-5438

Bus and Station Van Extension Projects

Status: Service Ongoing for Oakley Vanpool and Anaheim Canyon Metrolink Bus Connection

Summary: Bus and Station Van Extension Projects will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. To date, the Board has approved one round of funding, totaling over \$9.8 million. Four projects were approved for funding by the Board on July 23, 2012 and two of those have implemented service. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest is in operation. The Anaheim Canyon Metrolink Station Bus Connection began service in August 2014. It is anticipated that the vanpool from the Irvine Metrolink Station to the Panasonic employment center in the City of Lake Forest will begin in mid-2015.

Project T

Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

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

Status: Facility Opened

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the city of Anaheim, which connects OCTA bus service, Metrolink, Amtrak, shuttles and charter bus service, taxis, bikes, and other public/ private transportation, as well as, accommodates future high-speed trains. This quarter, the City's contractor worked on performing punch list items on the site, rail corridor, and terminal building improvements. The former station is no longer in use with the ARTIC opening. The City of Anaheim, who led the construction effort, opened the new facility to rail and bus service on December 6, 2014, held a ribbon cutting ceremony on December 8, 2014 and a grand opening celebration on December 13, 2014. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated next quarter.



Project U

Project U expands mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. In total since inception, more than \$31 million in Project U funding has been provided under M2.

Senior Mobility Program (SMP)

Contact: Dana Wiemiller, ACCESS
(714) 560-5718

Status: Ongoing

Summary: This program provides one percent of M2 net revenues to continue and expand local community transportation service for seniors under the SMP. Including this quarter and since inception of the program, more than 910,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$921,000 in SMP funding was paid out to the 31 participating cities during the months of January and March 2015*.

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

Contact: Dana Wiemiller, ACCESS
(714) 560-5718

Senior Non-emergency Medical Transportation Program (SNEMT)

Status: Ongoing

Summary: This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 263,000 SNEMT boardings have been provided. This quarter, more than \$975,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the months of January and March 2015*.

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

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Project U continued from the previous page...

Fare Stabilization Program

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

Status: Ongoing

Summary: One percent of net revenues are dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Approximately \$913,380 in revenue was allocated this quarter to support the Fare Stabilization Program. Throughout the quarter approximately 3,488,883 program related boardings were recorded on fixed route and ACCESS services. The amount of funding utilized each quarter varies based on ridership. Since inception of the Fare Stabilization Program, staff has been providing regular updates to the OCTA Board of Directors to reflect a concern with funding levels for the program due to the impacts of the recession. The last program update to the Board in June 2014 reported that funding levels are insufficient and the program will continue to incur annual shortfalls without an increase in revenue or a reduction in expenditures. Staff was directed by the Board to continue to explore viable solutions and return to the Board annually with program updates. Status of the Fare Stabilization Program will be continually monitored, and any necessary amendments to the program will be discussed with the Board and considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016.

Project V

Contact: Sam Kaur, Planning
(714) 560-5673

Community Based Transit/ Circulators

Status: Service Ongoing in the Cities of Lake Forest and La Habra; Service started in Dana Point and Laguna Beach; Agreements have been executed for all agencies including: Laguna Beach, Dana Point and Huntington Beach

Summary: This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. This has been the only round of funding to date. The funding is used 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. This quarter, service began in Laguna Beach on March 6, 2015. Also this quarter, staff provided a project status update to the Board on February 9, 2015, and the Board directed staff to work with the local agencies interested in the next call for projects and return with the revised Project V Guidelines and a potential recommendation for a next call for projects by summer of 2015. During the quarter, staff met with several local agencies and will conclude meetings at the end of April 2015. Staff is anticipating to present the revised Project V Guidelines to the OCTA Board in August 2015 as well as announce the next call for projects.



Project W

Contact: Sam Kaur, Planning
(714) 560-5673

Safe Transit Stops

Status: Executed All Agreement Documents

Summary: This project provides for passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters and lighting. At the July 14, 2014 Board meeting, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops' funding, seven cities applied for funds, and 51 projects will be funded per the July 2014 Board approval. This quarter, staff completed the development of letter agreements with local agencies to allow the use of funds. Per the established guidelines, local agencies have until June 30, 2015 to award the contracts, but can request up to 24-month extension during the semi-annual review process. During the March 2015 Semi-Annual Review, two agencies (Santa Ana and Brea) requested a 12-month extension to award their respective funds. Other agencies including Orange, Costa Mesa, Irvine, Anaheim, and Westminster reported that projects are on track for the June 30, 2015 award deadline. Information on project implementation status will be provided as the projects move forward.



Project X

Environmental Cleanup Program

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

Status: On-going

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, and is intended to augment, not replace existing transportation related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The Environmental Cleanup Allocation Committee is charged with making recommendations to the OCTA Board of Directors (Board) on the allocation of funds for the Environmental Cleanup Program (Project X). 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 to prepare for more comprehensive capital investments (Tier 2). To date, there have been four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of just over \$11 million have been awarded by the OCTA 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 OCTA Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program.

The Board approved the release of the fifth Tier 1 Call for Projects on March 9, 2015. The fifth Tier 1 Call for Projects was released on March 16, 2015 and will close on May 15, 2015. Staff anticipates seeking Board approval for Tier 1 funding recommendation in late summer 2015. With approximately \$10 million in Tier 2 funding remaining, staff continues to work with the M2 Allocation Committee to recommend the appropriate timing of a third Tier 2 Call for Projects in 2016.



Part of Projects A-M

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

Freeway Mitigation Program

Status: Executing Agreement Documents; Conservation Plan and EIR/EIS Released for Public Review

Summary: The Freeway Mitigation Program (Mitigation Program) provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of Projects A-M. The Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and eight of the 11 restoration projects approved by the OCTA Board of Directors (Board), totaling approximately 400 acres. To date, the Board has authorized \$42 million 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.

The Mitigation Program Draft Natural Community Conservation Plan/ Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were publicly released on November 7, 2014. The 90-day public comment period closed during the quarter on February 6, 2015. Comments received during the public comment period will be incorporated into the final NCCP/HCP and EIR/EIS, which is anticipated to be brought to the Board for adoption in late 2015 or early 2016.

Staff anticipates the release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in August 2015. These RMP's will determine the appropriate management needs of each of the acquired properties (consistent with the NCCP/HCP). The public will have an opportunity to comment on the draft RMPs before they are finalized. The remaining RMPs will be developed once biological surveys have been conducted and will follow the same process.

In January 2014, the Board also directed OCTA staff to prepare a long-term expenditure plan for the Environmental Mitigation Program funds for review by the EOC and the Finance and Administration Committee. During the quarter on March 4, 2015, staff received endorsement on a set of recommendations from the Environmental Oversight Committee* (EOC) on the Guiding Principles, Long-Term Funding Strategy, and an expenditures options list. Staff will be taking these items to the Board in May 2015.

*The 12-member Environmental Oversight Committee (EOC) makes funding allocation recommendations to assist OCTA in acquiring land and restoring habitats in exchange for streamlined project approvals for the M2 freeway improvement projects (A-M).

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*The 12-member Environmental Oversight Committee (EOC) makes funding allocation recommendations to assist OCTA in acquiring land and restoring habitats in exchange for streamlined project approvals for the M2 freeway improvement projects (A-M).



Program Management Office

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

The Measure M (M1 and M2) Program Management Office (PMO) provides interdivisional coordination for all M-related projects and programs. To ensure agency-wide compliance, the PMO also holds a bi-monthly committee meeting made up of executive directors and key staff from each of the divisions, which meets to review significant issues and activities within the Measure M programs. This quarter, the focus of the PMO has been on several major items, including the following.

M2 Ordinance Matrix

The PMO completed the annual update of the M2 Ordinance Matrix, which tracks all requirements in Ordinance No. 3 to ensure compliance with each item as described. Completing the Matrix is a coordinated effort across multiple OCTA Divisions. Staff completed the Matrix according to schedule and found all Ordinance requirements were met for the period through December 31, 2014. The final Ordinance Matrix document was provided to the Taxpayers Oversight Committee on February 10, 2015

M2020 Plan Review

The PMO regularly reviews progress on the M2020 Plan. The last comprehensive review was September 2013 and will occur again in late 2015/early 2016. The objective of the review is to assess the delivery summary relative to current schedule, revenue projections and overall project information. Page one through four of this report includes an update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan and the accompanying staff report provides an overview of challenges.

10-Year Review

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO is leading the Ten-Year Review with participation from each of the divisions. Following the precedent set with the triennial performance reviews, the ten-year period is assumed to have begun on November 8, 2006 (effective date of Ordinance No.3), and would conclude on November 7, 2016. On April 4, 2015 staff will present an overview and status report on the review effort. With the recent completion of the 2014 update of Orange County's Long-Range Transportation Plan (LRTP) and the fact that M2 is the cornerstone of that plan, OCTA staff will capitalize on this effort and use research and outreach performed as part of the LRTP update, as appropriate, to assist with the M2 Ten-Year review. Additional research and analysis will be performed to review all elements as identified in Ordinance No. 3. The completion of the review is planned for late 2015. Staff will update the Board quarterly as part of these M2 progress reports and return to the Board with a progress report in Summer 2015.

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2012-2015 M2 Performance Assessment Update

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and this one will review the time period of July 1, 2012 through June 30, 2015. The PMO plans to release a request for proposals in early May 2015 and expects to initiate the assessment in July 2015. The assessment is anticipated to take six to nine months to complete. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee for information and to the Board for review and action in early 2016.

Measure M1 Closeout

Significant progress has been made to close out M1 contracts before the planned closeout deadline of June 30, 2015. The PMO continues to take action and lead the closeout of remaining open M1 contracts. This is particularly important given that administrative costs continue to be incurred to support the closeout of remaining projects and provide the required reporting and monitoring activities to ensure accountability and transparency as defined in M1 Ordinance No. 2. This quarter, the PMO met with division leads and relevant project managers to further discuss and confirm progress on meeting closeout deadline. Staff is following the plan and is on track to closeout open M1 contracts by June 30, 2015. It appears there will be some projects that will remain past the closeout date. For these projects that remain underway, staff is developing a plan to be presented to the Board with any necessary actions required to ensure a smooth closeout of M1.

M2 Administrative Cost Safeguards

Both M1 and M2 include 1 percent caps on administrative expenses for salaries and benefits of OCTA administrative staff, but the M2 language sets the cap on an annual basis, whereas the M1 cap was set as an annual average over the life of the measure. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above 1 percent, only 1 percent can be allocated with the difference borrowed from other, non-Measure M fund sources. Conversely, in years where administrative salaries and benefits are below 1 percent, OCTA can still allocate the full 1 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 1 percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with 1 percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined 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 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 above mentioned factors, OCTA has incurred higher than 1 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 1 percent, with the understanding that those funds will be repaid with interest in future



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years that OCTA administrative costs fall below the 1 percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to the allocation of state planning funds to areas that are subject to the 1 percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured. Beginning in 2013, OCTA has continually undererran the 1 percent administration cap and been making payments to OCUTT to reduce the outstanding balance. As of March 31, 2015 the outstanding balance was \$2.5 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on January 21, 2015 to review the labor reports to ensure costs attributed to the 1 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 15, 2015 to conduct this quarterly review.

Taxpayer Oversight Committee

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee the implementation of the M2 plan. With the exception of the elected Auditor/Controller of Orange County who in Ordinance No. 3 is identified as the chair of the TOC, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience 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 Measure M funds and ensuring that all revenue collected from Measure M is spent on voter-approved transportation projects. The responsibilities of the 11-member Measure M TOC are to: ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the plan; ratify any changes in the plan and recommend any major changes go back to the voters for approval; participate in ensuring that all jurisdictions in Orange County conform with the requirements of Measure M before receipt of any tax monies for local projects; hold annual public meetings regarding the expenditure and status of funds generated by Measure M; review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of Measure M sales tax monies; and, annually certify whether Measure M funds have been spent in compliance with the plan. The TOC met on February 10, 2014 to conduct the annual compliance hearing, and for the 24th consecutive year in a row the TOC found OCTA in compliance with Measure M. In March, new member recruitment for term expirations and vacancies began.



M2 Financing

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

Revenue Forecast and Collection

OCTA contracts with three universities to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. Annually, OCTA takes an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the State Board of Equalization a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Based on updated long term forecasts received in May, OCTA staff forecasts total nominal sales tax collections over the life of M2 will be approximately \$15.8 billion. This incorporates the Board's desire to be conservative. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$15.8 billion sales tax revenue will run approximately \$8.5 billion (35%) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program varies based on actual sales tax receipts. The FY 2014-15 M2 sales tax budget is based on a sales tax growth rate of 6.7%. Final sales tax receipts for the second quarter were received in March and year-to-date sales tax revenue grew 5.7% over the first half of the prior fiscal year. Sales tax growth remains strong at 5.7% but is running approximately 1% below budget. Staff continues to monitor sales tax and no changes to the budget are anticipated.

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2015 (Unaudited)

Schedule 1

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2015	Year to Date Mar 31, 2015 (A)	Period from Inception to Mar 31, 2015 (B)
Revenues:			
Sales taxes	\$ 70,206	\$ 220,476	\$ 1,078,291
Other agencies' share of Measure M2 costs:			
Project related	34,813	68,671	346,084
Non-project related	35	231	365
Interest:			
Operating:			
Non-project related	1,358	3,630	9,439
Bond proceeds	2,755	5,298	26,945
Debt service	1	3	41
Commercial paper	-	-	393
Right-of-way leases	22	110	692
Miscellaneous			
Project related	-	(181)	17
Non-project related	-	-	7
Total revenues	<u>109,190</u>	<u>298,238</u>	<u>1,462,274</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	819	2,456	11,386
Professional services:			
Project related	12,134	20,008	202,023
Non-project related	441	920	12,244
Administration costs:			
Project related	1,905	5,715	33,070
Non-project related:			
Salaries and Benefits	463	1,389	13,378
Other	1,299	3,148	20,655
Other:			
Project related	36	105	1,319
Non-project related	5	30	3,596
Payments to local agencies:			
Project related	45,196	77,284	465,526
Capital outlay:			
Project related	25,889	63,300	417,162
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	6,865	6,865	19,875
Interest on long-term debt and commercial paper	10,968	21,948	93,919
Total expenditures	<u>106,020</u>	<u>203,168</u>	<u>1,294,184</u>
Excess (deficiency) of revenues over (under) expenditures	<u>3,170</u>	<u>95,070</u>	<u>168,090</u>
Other financing sources (uses):			
Transfers out:			
Project related	(1,034)	(2,121)	(10,801)
Transfers in:			
Project related	5,632	5,632	50,910
Non-project related	(5,632)	(5,632)	1,762
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(1,034)</u>	<u>(2,121)</u>	<u>400,464</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 2,136</u>	<u>\$ 92,949</u>	<u>\$ 568,554</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service) as of March 31, 2015 (Unaudited)

Schedule 2

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2015 (actual)	Year Ended Mar 31, 2015 (actual) (C.1)	Period from Inception through Mar 31, 2015 (actual) (D.1)	Period from April 1, 2015 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Revenues:					
Sales taxes	\$ 70,206	\$ 220,476	\$ 1,078,291	\$ 14,677,179	\$ 15,755,470
Operating interest	1,358	3,630	9,439	407,961	417,400
Subtotal	<u>71,564</u>	<u>224,106</u>	<u>1,087,730</u>	<u>15,085,140</u>	<u>16,172,870</u>
Other agencies share of M2 costs	35	231	365	-	365
Miscellaneous	-	(181)	17	-	17
Total revenues	<u>71,599</u>	<u>224,156</u>	<u>1,088,112</u>	<u>15,085,140</u>	<u>16,173,252</u>
Administrative expenditures:					
SBOE fees	819	2,456	11,386	220,246	231,632
Professional services	440	706	8,468	99,922	108,390
Administration costs:					
Salaries and Benefits	463	1,389	13,378	146,748	160,126
Other	1,299	3,148	20,655	208,375	229,030
Other	5	30	3,596	25,267	28,863
Capital outlay	-	-	31	-	31
Environmental cleanup	836	1,665	8,007	293,544	301,551
Total expenditures	<u>3,862</u>	<u>9,394</u>	<u>65,521</u>	<u>994,102</u>	<u>1,059,623</u>
Net revenues	<u>\$ 67,737</u>	<u>\$ 214,762</u>	<u>\$ 1,022,591</u>	<u>\$ 14,091,038</u>	<u>\$ 15,113,629</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	2,755	5,298	26,945	25,760	52,705
Interest revenue from debt service funds	1	3	41	54	95
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,756</u>	<u>5,301</u>	<u>385,972</u>	<u>1,475,814</u>	<u>1,861,786</u>
Financing expenditures and uses:					
Professional services	1	214	3,776	12,340	16,116
Bond debt principal	6,865	6,865	19,875	1,788,652	1,808,527
Bond debt and other interest expense	10,968	21,948	93,919	1,417,105	1,511,024
Total financing expenditures and uses	<u>17,834</u>	<u>29,027</u>	<u>117,570</u>	<u>3,218,097</u>	<u>3,335,667</u>
Net bond revenues (debt service)	<u>\$ (15,078)</u>	<u>\$ (23,726)</u>	<u>\$ 268,402</u>	<u>\$ (1,742,283)</u>	<u>\$ (1,473,881)</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Revenues and Expenditures

Summary as of March 31, 2015 (Unaudited)

Schedule 3

Project	Description	Net Revenues through Mar 31, 2015	Total Net Revenues	Expenditures through Mar 31, 2015	Reimbursements through Mar 31, 2015	Net M2 Cost
(G)	(H)	(I)	(J)	(K)	(L)	
(\$ in thousands)						
Freeways (43% of Net Revenues)						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 40,306	\$ 595,706	\$ 2,147	\$ 2	\$ 2,145
B	I-5 Santa Ana/SR-55 to El Toro	25,744	380,491	3,217	489	2,728
C	I-5 San Diego/South of El Toro	53,769	794,697	46,774	10,955	35,819
D	I-5 Santa Ana/San Diego Interchange Upgrades	22,126	327,004	1,567	456	1,111
E	SR-22 Garden Grove Freeway Access Improvements	10,291	152,095	4	-	4
F	SR-55 Costa Mesa Freeway Improvements	31,387	463,890	6,651	23	6,628
G	SR-57 Orange Freeway Improvements	22,185	327,892	43,931	9,764	34,167
H	SR-91 Improvements from I-5 to SR-57	12,006	177,444	22,396	400	21,996
I	SR-91 Improvements from SR-57 to SR-55	35,718	527,896	9,823	894	8,929
J	SR-91 Improvements from SR-55 to County Line	30,203	446,399	6,942	5,294	1,648
K	I-405 Improvements between I-605 to SR-55	92,000	1,359,730	29,024	3,185	25,839
L	I-405 Improvements between SR-55 to I-5	27,416	405,206	1,510	44	1,466
M	I-605 Freeway Access Improvements	1,715	25,349	531	16	515
N	All Freeway Service Patrol	12,863	190,119	87	-	87
	Freeway Mitigation	21,986	324,943	40,328	1,688	38,640
	Subtotal Projects	439,715	6,498,861	214,932	33,210	181,722
	Net (Bond Revenue)/Debt Service	-	-	24,739	-	24,739
	Total Freeways	\$ 439,715	\$ 6,498,861	\$ 239,671	\$ 33,210	\$ 206,461
	%					26.0%
Street and Roads Projects (32% of Net Revenues)						
O	Regional Capacity Program	\$ 102,261	\$ 1,511,382	\$ 445,562	\$ 220,238	\$ 225,324
P	Regional Traffic Signal Synchronization Program	40,902	604,526	13,418	1,257	12,161
Q	Local Fair Share Program	184,066	2,720,453	169,769	77	169,692
	Subtotal Projects	327,229	4,836,361	628,749	221,572	407,177
	Net (Bond Revenue)/Debt Service	-	-	28,796	-	28,796
	Total Street and Roads Projects	\$ 327,229	\$ 4,836,361	\$ 657,545	\$ 221,572	\$ 435,973
	%					54.9%
Transit Projects (25% of Net Revenues)						
R	High Frequency Metrolink Service	\$ 91,544	\$ 1,352,995	\$ 154,492	\$ 82,355	\$ 72,137
S	Transit Extensions to Metrolink	90,271	1,334,182	1,951	781	1,170
T	Metrolink Gateways	20,455	302,326	92,820	59,386	33,434
U	Expand Mobility Choices for Seniors and Persons with Disabilities	30,674	453,356	28,194	17	28,177
V	Community Based Transit/Circulators	20,446	302,193	690	64	626
W	Safe Transit Stops	2,257	33,355	66	26	40
	Subtotal Projects	255,647	3,778,407	278,213	142,629	135,584
	Net (Bond Revenue)/Debt Service	-	-	16,753	-	16,753
	Total Transit Projects	\$ 255,647	\$ 3,778,407	\$ 294,966	\$ 142,629	\$ 152,337
	%					19.2%
	Measure M2 Program	\$ 1,022,591	\$ 15,113,629	\$ 1,192,182	\$ 397,411	\$ 794,771
Environmental Cleanup (2% of Revenues)						
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 21,755	\$ 323,457	\$ 8,007	\$ 292	\$ 7,715
	Net (Bond Revenue)/Debt Service	-	-	28	-	28
	Total Environmental Cleanup	\$ 21,755	\$ 323,457	\$ 8,035	\$ 292	\$ 7,743
	%					0.7%
Taxpayer Safeguards and Audits						
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 16,174	\$ 236,332	\$ 11,386	\$ -	\$ 11,386
	%					1.1%
	Oversight and Annual Audits (1% of Revenues)	\$ 10,877	\$ 161,729	\$ 13,378	\$ 2,501	\$ 10,877
	%					1.0%

Measure M2

Progress Report

LOCAL FAIR SHARE



ENTITY	FY 2014-2015 THIRD QUARTER M2 FUNDS	M2 FUNDS TO DATE
Aliso Viejo	\$219,637.93	\$2,112,316.82
Anaheim	\$1,473,805.72	\$17,777,169.75
Brea	\$317,185.07	\$3,094,095.31
Buena Park	\$522,590.61	\$4,969,938.66
Costa Mesa	\$802,502.63	\$7,653,785.75
Cypress	\$291,739.32	\$2,890,981.96
Dana Point	\$179,929.36	\$1,757,453.37
Fountain Valley	\$346,025.94	\$3,361,272.08
Fullerton	\$721,206.48	\$6,958,341.38
Garden Grove	\$822,838.13	\$7,994,742.78
Huntington Beach	\$1,070,396.19	\$10,398,505.25
Irvine	\$1,476,516.96	\$13,768,501.79
Laguna Beach	\$142,588.97	\$1,354,545.70
Laguna Hills	\$190,170.59	\$1,829,314.05
Laguna Niguel	\$371,862.62	\$3,602,981.42
Laguna Woods	\$70,860.20	\$693,493.12
La Habra	\$290,631.03	\$2,852,983.82
Lake Forest	\$431,013.37	\$4,171,758.81

Measure M2

Progress Report

LOCAL FAIRSAHRE



ENTITY	FY 2014-2015 THIRD QUARTER M2 FUNDS	M2 FUNDS TO DATE
La Palma	\$97,953.54	\$960,689.39
Los Alamitos	\$71,232.42	\$691,172.08
Mission Viejo	\$519,718.05	\$5,024,998.85
Newport Beach	\$613,040.47	\$5,856,984.87
Orange	\$908,771.96	\$8,736,569.76
Placentia	\$222,563.56	\$2,489,965.85
Rancho Santa Margarita	\$234,942.14	\$2,274,165.62
San Clemente	\$306,066.21	\$2,968,230.59
San Juan Capistrano	\$213,433.65	\$2,035,144.37
Santa Ana	\$1,526,415.11	\$14,793,066.54
Seal Beach	\$138,130.10	\$1,404,729.38
Stanton	\$164,959.19	\$1,618,365.81
Tustin	\$492,410.40	\$4,710,436.16
Villa Park	\$28,951.70	\$278,384.82
Westminster	\$473,098.09	\$4,571,987.83
Yorba Linda	\$331,572.54	\$3,198,752.62
County Unincorporated	\$1,018,727.41	\$9,668,763.62
Total M2 Funds	\$17,103,487.66	\$168,524,589.98

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
FREEWAY PROJECTS					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$91.9	Jun-09	Oct-11	Oct-13	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$60.2	Jun-09	Oct-11	Jan-13	Sep-16
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$81.4	Sep-05	Jun-09	Dec-11	Dec-15
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Oct-14	Jan-17
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	TBD	TBD
Project C & D	\$151.9	Oct-11	May-14	Dec-17	Aug-22
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	Oct-11	May-14	Jun-17	Mar-22
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	TBD	TBD
Project C	\$133.6	Oct-11	May-14	Feb-18	Aug-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Oct-16	Sep-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	May-14	Apr-17	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$42.3	Jun-11	May-15	Mar-17	Jan-20

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	May-16	Aug-19	Jun-23
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Feb-16	Aug-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Nov-15	Nov-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	Apr-15
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	May-17
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$55.3	Aug-05	Dec-07	Jul-09	Nov-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.9	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Oct-15	Apr-17
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$63.5	Jul-07	Jun-10	Apr-12	Apr-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	N/A	Nov-15	Jun-17

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Feb-14	Sep-16	TBD	TBD
Project I	TBD	Jan-15	Sep-17	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.8	Jul-08	May-11	Feb-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$80.2	Jul-07	Apr-09	Aug-10	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	N/A	Feb-13	Mar-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Dec-08	Jan-11
I-405, I-5 to SR-55	TBD	Dec-14	Aug-17	TBD	TBD
Project L	TBD	Dec-14	Aug-17	TBD	TBD
I-405 Southbound, SR-133 to University Dr.	TBD	Mar-15	TBD	TBD	TBD
Project L	\$16.4	Mar-15	Jan-17	Sep-18	Jun-20
I-405, SR-55 to I-605 (Design-Build) (schedule on hold)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,254.5	Mar-09	May-15	TBD	TBD
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Apr-16	Mar-18	TBD	TBD
GRADE SEPARATION PROJECTS:					
Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.2	N/A	Sep-03	Jul-10	Apr-15
Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$115.7	Feb-09	Nov-09	Dec-12	Aug-18

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

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Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.8	Dec-08	Apr-11	Feb-13	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.6	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.3	Jan-01	Sep-09	Jul-10	Dec-14
Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.6	Jan-01	Sep-09	Oct-11	Sep-16
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$99.2	Jan-01	Sep-09	Jul-11	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$96.2	Jan-01	Sep-09	Jan-13	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	Oct-14	Jun-16	TBD	TBD
RAIL AND STATION PROJECTS:					
Rail-Highway Grade Crossing Safety Enhancements	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.4	Sep-10	Jul-11	Jun-12	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	TBD	TBD
Project R	\$25.3	Aug-11	Mar-14	Feb-16	Aug-18

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	Jan-09	Dec-15	TBD	TBD
Santa Ana/Garden Grove Fixed Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	TBD	Aug-09	Mar-15	Jun-17	Dec-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
Project R	TBD	Jan-03	May-07	Feb-11	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
Project R	\$18.6	Dec-09	Oct-15	Jan-16	Apr-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
Project R	\$4.0	N/A	N/A	Dec-13	Jun-16
Laguna Niguel/Mission Viejo Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
Project R	\$4.1	Jul-07	Dec-07	Aug-12	Oct-13
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.1	Jul-13	Jan-14	Aug-14	Feb-16
Project R	\$3.1	Jul-13	Feb-14	Apr-15	Oct-16
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$227.4	Apr-09	Feb-12	May-12	Dec-14

*For detailed project status information, please refer to the individual project section within this report.

**For detailed project status information, please refer to the transit summary within the separate staff report for the Measure M1 Quarterly Update.

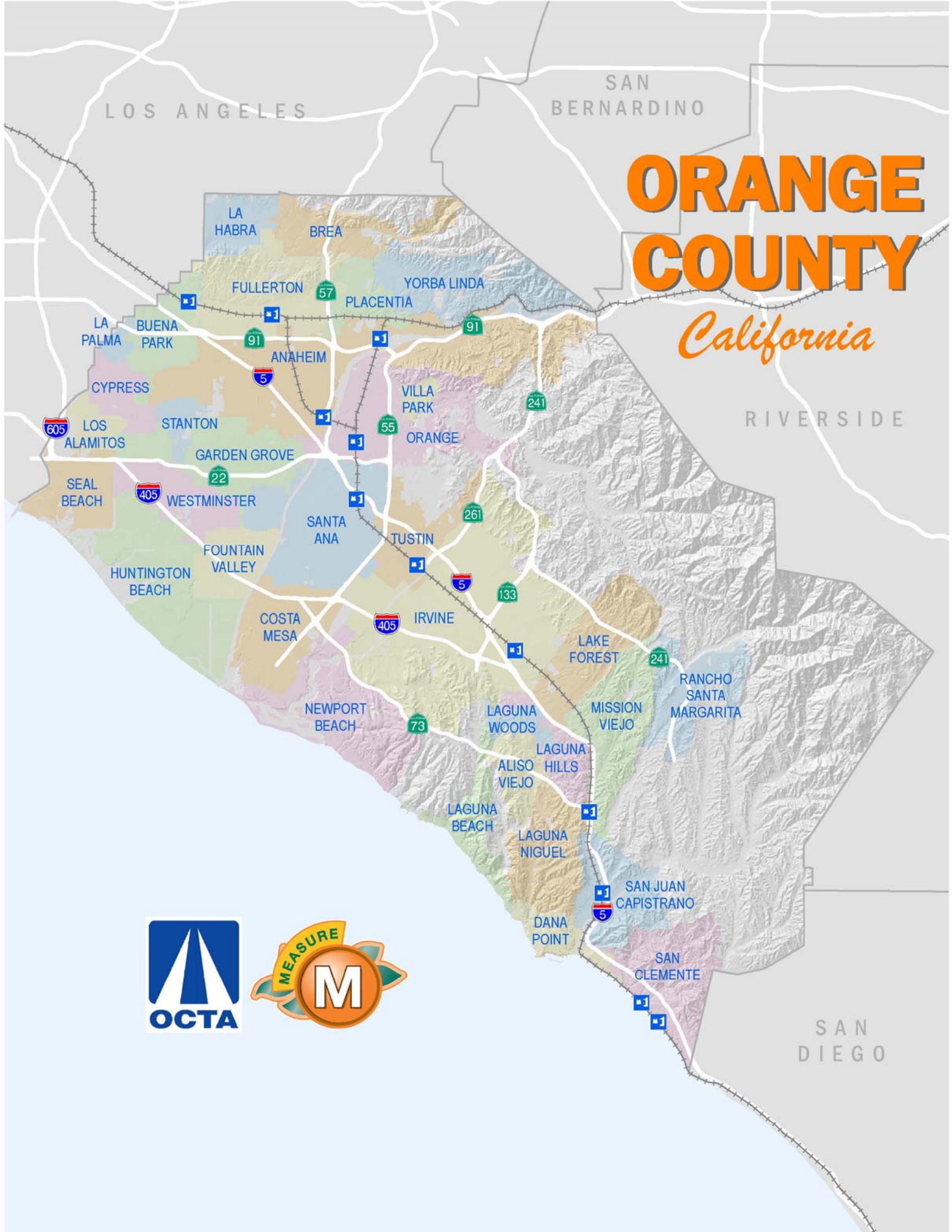
LOS ANGELES

SAN BERNARDINO

ORANGE COUNTY

California

RIVERSIDE



SAN DIEGO



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Staff Report



June 22, 2015

To: Members of the Board of Directors
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M Taxpayer Oversight Committee Recruitment, Lottery, and Resolutions of Appreciation for Outgoing Members

Overview

Measure M, first approved by voters in 1990 and renewed again by voters in 2006, calls for a committee to oversee implementation of the program of transportation improvements. Each year, new committee members are recruited and selected to fill vacancies left by expired terms. The recruitment process has been completed for 2015, and a lottery must take place in public session to fill vacancies in the First, Second, Fourth, and Fifth Supervisorial Districts.

Recommendations

- A. Pursuant to the Measure M ordinances, conduct the lottery for final selection of new Measure M Taxpayer Oversight Committee members by drawing one name each representing the First, Second, Fourth, and Fifth Supervisorial Districts from the list of recommended finalists from the Grand Jurors Association of Orange County.
- B. Present Orange County Local Transportation Authority Resolutions of Appreciation No. 2015-028 for Linda Rogers, No. 2015-029 for Jack Wu, No. 2015-030 for Philip C. La Puma, PE and No. 2015-031 for Terry Fleskes, members of the Taxpayer Oversight Committee whose terms have expired.

Background

The Measure M Taxpayer Oversight Committee (TOC) is required by the Measure M (M1) Traffic Improvement and Growth Management Plan Ordinance No. 2, as well as the Measure M2 (M2) Ordinance No. 3. The TOC is an independent committee representing all five supervisorial districts in the County and is responsible for ensuring the transportation projects in

Measure M are implemented according to the M1 Expenditure Plan and M2 Investment Plan approved by the voters.

The original oversight committee, known as the Citizens Oversight Committee (COC), began meeting in 1991. The M2 Ordinance called for the COC to be transformed into the TOC. In 2007, the TOC took on the role and basic responsibilities of the COC. Although M1 sales tax collection expired on March 31, 2011, the TOC will continue to oversee M1 expenditures and project activities, and approve any necessary amendments until M1 is fully closed out. The 11-member committee has a balanced representation of all supervisorial districts, with ten private citizens plus the Orange County Auditor-Controller. The TOC meets bimonthly to review progress on the implementation of the Measure M program.

Each year, as terms of appointed members on the TOC come to an end, a recruitment process is conducted to fill vacancies. As outlined in the M1 and M2 ordinances, the recruitment process is conducted by the Grand Jurors Association of Orange County (GJAOC). The GJAOC acts as an independent body serving in the interest of Orange County citizens. In its role, the GJAOC appoints a five-member Selection Panel (Panel) to conduct the recruitment process.

The Panel conducted the first COC application/recruitment program from August to October 1990. The first lottery took place on November 15, 1990, and the individuals chosen began meeting in January 1991, serving staggered one-year, two-year, or three-year terms. Following the same recruitment process, new members serving three-year terms have joined the committee each year, replacing outgoing members whose terms have expired.

Discussion

On June 30, 2015, the terms of four members of the TOC will expire. The current membership roster is attached (Attachment A). The schedule for the recruitment process for this year began in late January to fill vacancies in the First, Second, Fourth, and Fifth Supervisorial Districts (Attachment B).

The Panel concluded the recruitment process to fill the four vacant positions at the end of May (Attachment C). A fact sheet/application form was used for recruitment purposes (Attachment D). Announcements were distributed to almost 2,900 persons in the First, Second, Fourth, and Fifth Supervisorial Districts by emailing to listings in the Orange County Transportation Authority (OCTA) database. Advertisements were also placed in the Los Angeles Times and the Orange County Register, and on their websites, as well as in other

local newspapers and publications. In addition, postings were made on OCTA's Facebook and Twitter accounts; announcements were sent to the media and city councils; and information was sent to local organizations to include in their newsletters.

The members of the Panel screened 37 applications from interested citizens, looking closely at each applicant's community service record, as well as experience in community and transportation issues. The Panel considered each individual's ability to assess and analyze facts, desire to make the TOC a priority, their involvement in community organizations, any special skills or experience, and their degree of knowledge of government. In addition, the M1 and M2 ordinances prohibit elected or appointed officials from serving on the TOC. This year, based on the recent amendment to the M2 Ordinance, the Panel included more specific questions on the application regarding conflicts of interest, and appointed and elected officials were required to fill out an intent to resign form.

Following an initial screening process, personal interviews were conducted by the Panel in an effort to gain as much insight as possible into the most qualified candidates.

The criteria listed in Policy Resolution No. 1, Section III, No. 3, of Ordinance No. 2 calls for no more than five candidates to be recommended for each supervisorial district. The Panel provides only the names of candidates it feels are most qualified for membership. The Panel is recommending nine candidates for possible membership on the committee: two from the First Supervisorial District, five from the Second Supervisorial District, three from the Fourth Supervisorial District, and five from the Fifth Supervisorial District (Attachment E). John Frankel currently holds an appointed position on OCTA's Citizens Advisory Committee and has submitted an intent to resign form.

At the June 22, 2015 OCTA Board of Directors meeting, the Chairman will select four persons by lottery to fill the vacant positions. The four new members will begin serving their terms in July 2015. Each representative will serve a three-year term.

During the lottery process, the first name drawn from each supervisorial district will be the selected committee member. The remaining names will be drawn from each supervisorial district to establish a contingency list. Should a vacancy occur, finalists would be called upon to serve on the committee in the order in which the names were drawn.

Resolutions for Outgoing Members

Participation on the TOC requires dedication, time, and commitment. The volunteers who serve on the TOC provide expertise and insight, resulting in thoughtful discussions regarding implementation and oversight of Measure M. In recognition of this contribution to the citizens of Orange County, Resolutions of Appreciation will be presented to the following TOC members who have completed their terms: Linda Rogers – First Supervisorial District, Jack Wu – Second Supervisorial District, Philip C. La Puma, PE – Fourth District and Terry Fleskes – Fifth Supervisorial District (Attachment F).

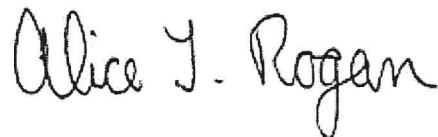
Summary

The Panel has completed its recruitment for four open positions on the TOC for the First, Second, Fourth, and Fifth Supervisorial Districts and submitted the names of eligible candidates for the 2015 lottery to fill the four positions. Also, four Resolutions of Appreciation for outgoing TOC members are included for Board of Directors' presentation.

Attachments

- A. Measure M Taxpayer Oversight Committee Members Fiscal Year 2014-2015
- B. Measure M Taxpayer Oversight Committee 2015 Recruitment Schedule, Supervisorial Districts One, Two, Four and Five
- C. Grand Jurors Association of Orange County Oversight Committee Selection Panel 2015
- D. Taxpayer Oversight Committee 2015 Membership Application
- E. Measure M Taxpayer Oversight Committee 2015 Finalists
- F. Resolutions of Appreciation for Outgoing Members

Prepared by:



Alice T. Rogan
Public Outreach Interim Manager
(714) 560-5577

Approved by:



Ellen S. Burton
Executive Director, External Affairs
(714) 560-5923



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Attachment A

**MEASURE M
TAXPAYER OVERSIGHT COMMITTEE MEMBERS
FISCAL YEAR 2014-15**

<u>District</u>	<u>Name</u>	<u>Term</u>	<u>Expiration</u>
1	Narinder "Nindy" Mahal	3 Years	2016
1	Linda Rogers	1.5 Years*	2015
2	Margie Drilling	3 Years	2017
2	Jack Wu	3 Years	2015
3	Dr. Ronald T. Randolph	3 Years	2017
3	Terre Duensing	3 Years	2016
4	Philip C. La Puma, PE	3 Years	2015
4	Cynthia H. Hall	3 Years	2016
5	Terry Fleskes	2.5 Years**	2015
5	Nilima Gupta	3 Years	2016
	Eric Woolery, Orange County Auditor-Controller		Required by M1 and M2 Ordinances
	*replaced Anh-Tuan Le **replaced Katherine Koster		



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Attachment B

**MEASURE M TAXPAYER OVERSIGHT COMMITTEE
2015 RECRUITMENT SCHEDULE
SUPERVISORIAL DISTRICTS ONE, TWO, FOUR AND FIVE**

Jan 28, 2015	Planning meeting with GJAOC Selection Panel
Week of Mar 16 Mar 16 – Apr 18	Press release distributed; E-blast sent to city public information officers, weekly newsletters, supervisors' assistants; Posted on OCTA Social Media Outlets and <i>Los Angeles (LA) Times</i> and <i>Orange County (OC) Register</i> Websites
Mar 16 & 20 Mar 21 & 24	Ad in the <i>LA Times</i> Ad in the <i>OC Register</i>
Mar 23, 25, 26 & 27	Ad in Local Papers
Apr 5, 6 & 10 Apr 3	Ad in the <i>LA Times</i> Ad in the <i>OC Register</i>
Apr 2, 3, 16 & 17	Ad in Local Papers
May 4	Applications due
May 4	First reading of applications by GJAOC Selection Panel Legal review for conflict of interest (as needed)
May 7, 8, 11 & 12	GJAOC Selection Panel interviews candidates
May 13	GJAOC Selection Panel submits list of finalists to OCTA
Jun 22	OCTA Chairman draws names at Board of Directors Meeting



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Attachment C

**GRAND JURORS ASSOCIATION OF ORANGE COUNTY
OVERSIGHT COMMITTEE
SELECTION PANEL
2015**

Robin R. Bowen (Chair)

John J. Moohr

Bill Underwood

Virginia Zlaket

John Gallie



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Attachment D



TAXPAYER OVERSIGHT COMMITTEE

2015 Membership Application

KEEP AN EYE ON YOUR TAX DOLLARS

RESIDENTS NEEDED FROM THE FIRST, SECOND, FOURTH AND FIFTH SUPERVISORIAL DISTRICTS

Measure M is the Transportation Ordinance and Plan approved first by Orange County voters in 1990 and renewed again by voters in 2006. The combined measures raise the sales tax in Orange County by one-half cent for a total period of 50 years to alleviate traffic congestion. This money is administered by the Orange County Transportation Authority (OCTA) and pays for specific voter-approved transportation projects for freeway improvements, local street and road improvements, and rail and transit programs specified in the Plan.

Measure M calls for an independent Taxpayer Oversight Committee to oversee compliance with the Ordinance as specified in the Transportation Ordinance and Plan.

The responsibilities of the 11-member Measure M Taxpayer Oversight Committee are to:

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

HOW ARE MEMBERS CHOSEN?

Measure M Oversight Committee candidates are chosen by the Grand Jurors Association of Orange County (GJAOC), which has formed a five-member Taxpayer Oversight Committee Selection Panel to conduct an extensive recruitment program. The panel screens all applications, conducts interviews and recommends candidates for membership on the Taxpayer Oversight Committee. The GJAOC is made up of former grand jurors who have a continuing concern for good government and whose purpose is to promote public understanding of the functions and purpose of the grand jury. The GJAOC is a neutral body serving the interests of the citizens of Orange County.

Measure M Taxpayer Oversight Committee members represent each of the five Orange County Supervisorial Districts and have been meeting regularly since 1990. At this time, the GJAOC is conducting a recruitment to fill four vacancies with one representative from each of the First, Second, Fourth and Fifth supervisorial districts. The GJAOC will recommend as many as five finalists from each district. The new members are to be chosen by lottery at the June 22, 2015 meeting of the OCTA Board of Directors. The terms for the new committee members will begin July 1, 2015. The representatives will serve three-year terms which expire on June 30, 2018. This is a volunteer position and no monetary compensation will be paid to committee members. The chairperson is the elected Auditor-Controller of Orange County. The Auditor-Controller's term coincides with his/her elected/appointed term.

WHO CAN APPLY TO SERVE?

Any Orange County citizen 18 years or older may apply to serve on the Measure M Taxpayer Oversight Committee. Potential candidates will be reviewed on the basis of the following criteria:

1. Commitment and ability to participate in Taxpayer Oversight Committee meetings for a three-year term from July 1, 2015 to June 30, 2018. The Committee will maintain time and meeting requirements. The Committee currently meets quarterly.
2. Demonstrated interest and history of participation in community activities, with special emphasis on transportation-related activities.
3. Lack of financial conflict of interest with respect to the allocation of sales tax revenue generated by Measure M. All Taxpayer Oversight Committee members are required to sign a conflict of interest form when accepting appointment.
4. Elected or appointed city, district, county, state or federal officials are not eligible to serve.

DEADLINE FOR APPLICATION:

All applications **MUST** be received no later than **May 4, 2015**. For more information, call the GJAOC's Taxpayer Oversight Selection Panel at (714) 970-9329. Please print and mail completed application to:

GJAOC's Measure M Taxpayer Oversight Committee
Selection Panel
P.O. Box 1154
Yorba Linda, CA 92885-1154



TAXPAYER OVERSIGHT COMMITTEE

2015 Membership Application

APPLICATION FOR MEASURE M TAXPAYER OVERSIGHT COMMITTEE

Please type or print using dark ink. Additional sheets may be attached if needed.

Name: _____ Email: _____

Business Address: _____
Street City Zip Code

Residence Address: _____
Street City Zip Code

Home Phone: () _____ Business Phone: () _____

Supervisory District Number: _____ (Call Registrar of Voters at (714) 567-7586 to confirm your district.)

Present Employment Status: Employed Unemployed Retired

Present Occupation: _____ Employer: _____

Ethnic Origin (optional): _____ How long have you lived in Orange County? _____ year(s)

Are you a citizen of the United States? Yes No Are you a registered voter? Yes No

Have you (or your spouse) or any entity that you either work for or have a financial interest in, received any financial remuneration for goods or services provided by you, or by any entity you work for or have a financial interest in, that was paid for with Measure M revenues, either directly or indirectly, within the past 12 months? Yes No

If so, please explain.

Do you have any possible conflict of interest with respect to the allocation of Measure M2 revenues? Yes No

If so, please explain.

Are you currently an elected or appointed officer of any public entity? Yes No
(Note: All public officers shall complete an [intent to resign form](#).)

If so, please explain.

Are you related to or closely associated with any elected official or public employee? Yes No

If so, please state the nature of the association.

Have you ever been convicted of malfeasance in office, or of any felony? Yes No

If so, please explain.



TAXPAYER OVERSIGHT COMMITTEE

2015 Membership Application

As a member of any profession or organization, or as a holder of any office, have you ever been suspended, disbarred, or otherwise disqualified? Yes No

If so, please explain.

Do you personally have any past or pending issues related to development or transportation in any Orange County city? Yes No

If so, please explain.

Have you ever been involved in a lawsuit with OCTA? Yes No

If so, please explain.

Do you possess research abilities, including complex reading facility and capability to assess and analyze facts? Yes No

Is there any reason that you may be biased and not objective if you are chosen to serve as a member of the Measure M Taxpayer Oversight Committee? Yes No

While no specific time commitment is predetermined, are you willing to make a conscientious effort for a period of three years to give membership on this committee a priority and participate as necessary? Yes No

If you are presently active or have been active in the past five years in any organization, please give the organization name, nature of your activities and duties, and appropriate dates.
(Attach sheet if necessary)

In what transportation-related activities have you been involved?

What do you know about Measure M?

What specialized skill or expertise would you bring to the Oversight Committee?



TAXPAYER OVERSIGHT COMMITTEE

2015 Membership Application

EDUCATIONAL BACKGROUND:

List highest grade completed, any degrees you hold and the college/university attended and date of graduation.

EMPLOYMENT BACKGROUND:

List employment history for the last five years, including positions and titles held.

How did you hear about the Taxpayer Oversight Committee?

- | | |
|---|---|
| <input type="checkbox"/> Online | <input type="checkbox"/> Newspaper |
| <input type="checkbox"/> <i>OC Register</i> | <input type="checkbox"/> <i>OC Register</i> |
| <input type="checkbox"/> <i>LA Times</i> | <input type="checkbox"/> <i>LA Times</i> |
| <input type="checkbox"/> OCTA Website | <input type="checkbox"/> <i>Westways Magazine</i> |
| <input type="checkbox"/> Other: _____ | <input type="checkbox"/> Facebook / Twitter |

Why do you wish to be considered for membership on the Taxpayer Oversight Committee?

APPLICATION MUST BE RECEIVED BY MAY 4, 2015

Please print and mail completed application to:

GJAOC's Measure M Taxpayer Oversight Committee Selection Panel
P.O. Box 1154
Yorba Linda, CA 92885-1154

For more information call (714) 970-9329.

I hereby declare the information provided in this Application for the Measure M Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statements may be verified and I give permission to do so.

Date

Signature

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

INTENT TO RESIGN

I _____ am currently a public entity officer. The public entity is
NAME

_____ and my office is _____.
PUBLIC ENTITY CURRENT OFFICE

I agree that if I am appointed to be a member of the Measure M2 Taxpayer Oversight Committee (TOC) that I will resign my public entity office prior to accepting my appointment as a member of the TOC.

NAME

SIGNATURE

DATE



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Attachment E

**MEASURE M
TAXPAYER OVERSIGHT COMMITTEE
2015 FINALISTS**

DISTRICT 1

NAME	CITY
Switzer, Gloria	Santa Ana
Villa, Anthony	Santa Ana

DISTRICT 2

NAME	CITY
Drayton, John	Newport Beach
Dubin, Alan P.	Los Alamitos
Flachmeier, Kathleen	La Palma
Jatich, Thomas	Fountain Valley
Smith, Andrew	Costa Mesa

DISTRICT 4

NAME	CITY
Koos, John	Brea
Rojas, Richard	La Habra
Soegiarto, Sony	Brea

DISTRICT 5

NAME	CITY
Fleskes, Terry M.	San Clemente
Frankel, John	Laguna Woods
Gebelein, Maureen	San Juan Capistrano
Kramer, Larry	San Juan Capistrano
Sharifi, Guita	Ladera Ranch



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M Taxpayer Oversight Committee Recruitment,
Lottery and Resolutions of Appreciation for Outgoing
Members**

Attachment F

Linda Rogers

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Linda Rogers to the successful implementation of Measure M to date; and

WHEREAS, be it known that Linda Rogers has served on the Measure M Taxpayer Oversight Committee from February 2014 to June 2015;

WHEREAS, Ms. Rogers has served on the Measure M Taxpayer Oversight Committee Annual Eligibility Review Subcommittee for one and a half years and served as Co-Chair for one and a half years;

WHEREAS, representing the citizens of Orange County and the First Supervisorial District, Ms. Rogers displayed a keen perception and understanding of issues and the complexities of both the Measure M1 and Measure M2 ordinances and investment plans.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors is privileged to recognize Linda Rogers' outstanding public service; and

BE IT FURTHER RESOLVED that the Board of Directors does hereby acknowledge and appreciate the dedicated efforts of Linda Rogers and the many hours of her personal time that she gave to ensure the will of the voters and the integrity of Measure M were maintained.

Dated: June 22, 2015

**Jeffrey Lalloway, Chairman
Orange County Transportation Authority**

**Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority**

OCTA Resolution No. 2015-028

Jack Wu

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Jack Wu to the successful implementation of Measure M to date; and

WHEREAS, be it known that Jack Wu has served on the Measure M Taxpayer Oversight Committee from July 2012 to June 2015; and

WHEREAS, Mr. Wu has served as chairman of the Measure M Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee for three years; and

WHEREAS, representing the citizens of Orange County and the Second Supervisorial District, Mr. Wu displayed a keen perception and understanding of issues and the complexities of both the Measure M1 and Measure M2 ordinances and investment plans.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors is privileged to recognize Jack Wu's outstanding public service; and

BE IT FURTHER RESOLVED that the Board of Directors does hereby acknowledge and appreciate the dedicated efforts of Jack Wu and the many hours of his personal time that he gave to ensure the will of the voters and the integrity of Measure M were maintained.

Dated: June 22, 2015

**Jeffrey Lalloway, Chairman
Orange County Transportation Authority**

**Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority**

OCTA Resolution No. 2015-029

Philip C. La Puma, PE

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Philip C. La Puma, PE to the successful implementation of Measure M to date; and

WHEREAS, be it known that Philip C. La Puma, PE has served on the Measure M Taxpayer Oversight Committee from July 2012 to June 2015;

WHEREAS, Mr. La Puma has represented the Measure M Taxpayer Oversight Committee on the Environmental Oversight Committee for three years;

WHEREAS, representing the citizens of Orange County and the Fourth Supervisorial District, Mr. La Puma displayed a keen perception and understanding of issues and the complexities of both the Measure M1 and Measure M2 ordinances and investment plans.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors is privileged to recognize Philip C. La Puma, PE's outstanding public service; and

BE IT FURTHER RESOLVED that the Board of Directors does hereby acknowledge and appreciate the dedicated efforts of Philip C. La Puma, PE and the many hours of his personal time that he gave to ensure the will of the voters and the integrity of Measure M were maintained.

Dated: June 22, 2015

**Jeffrey Lalloway, Chairman
Orange County Transportation Authority**

**Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority**

OCTA Resolution No. 2015-030

Terry Fleskes

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Terry Fleskes to the successful implementation of Measure M to date; and

WHEREAS, be it known that Terry Fleskes has served on the Measure M Taxpayer Oversight Committee from February 2013 to June 2015; and

WHEREAS, Mr. Fleskes has served on the Measure M Taxpayer Oversight Committee - Audit Subcommittee for nearly three years; and

WHEREAS, representing the citizens of Orange County and the Fifth Supervisorial District, Mr. Fleskes displayed a keen perception and understanding of issues and the complexities of both the Measure M1 and Measure M2 ordinances and investment plans.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors is privileged to recognize Terry Fleskes' outstanding public service; and

BE IT FURTHER RESOLVED that the Board of Directors does hereby acknowledge and appreciate the dedicated efforts of Terry Fleskes and the many hours of his personal time that he gave to ensure the will of the voters and the integrity of Measure M were maintained.

Dated: June 22, 2015

**Jeffrey Lalloway, Chairman
Orange County Transportation Authority**


**Darrell Johnson, Chief Executive Officer
Orange County Transportation Authority**

OCTA Resolution No. 2015-031



MEMO

July 8, 2015

To: Members of the Board of Directors
From:  Laurena Weinert, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



ORANGE COUNTY TRANSPORTATION AUTHORITY

Rail Programs and Facilities Engineering Quarterly Report

Staff Report



July 9, 2015

To: Transit Committee *Y. Samuel Ruiz for*
From: Darrell Johnson, Chief Executive Officer
Subject: Rail Programs and Facilities Engineering Quarterly Report

Overview

The Rail Programs and Facilities Engineering Department is responsible for the Orange County Transportation Authority's rail project development, rail capital programs, rail operations, and transit facilities engineering projects. This report provides an update on rail and facilities engineering programs through the third quarter (January, February, and March) of fiscal year 2014-15.

Recommendation

Receive and file as an information item.

Background

The Rail Programs and Facilities Engineering Department (Department) is responsible for implementing the Orange County Transportation Authority's (OCTA) railroad capital projects, including station parking enhancements and expansions, new station developments, expanded rail services, transit extensions to Metrolink (fixed-guideways/streetcar), and transit facilities engineering. Additionally, the Department is responsible for improved and expanded operations of Orange County's rail system by providing rail service that supports and matches the growth and development patterns of Orange County and the region.

Discussion

This report provides an update on the Department's programs and the projects therein. The Department consists of four basic functional units: Rail Capital, Transit Extensions to Metrolink, Rail Operations, and Transit Facilities Engineering.

Rail Capital

Rail Capital projects include a wide range of projects necessary to sustain existing Metrolink service and support future increased service. This includes new station development, station parking expansions and enhancements, grade separations and grade crossing enhancements, and various other track and infrastructure projects. The Department defines the scope, schedule, and budget of each project based on the program needs, and then implements the projects.

Station Improvements

At the Laguna Niguel/Mission Viejo Metrolink Station, design efforts are progressing towards completion for the Americans with Disabilities Act (ADA)-compliant access ramps that will utilize the existing pedestrian underpass. The ADA access ramps will replace the existing elevators which are frequently out of service, requiring bus service to transport passengers from one side of the station to the other. The existing elevator rooms will be converted to a restroom and vending machine area. Additional benches and shade structures will also be added to the platforms.

The original design was scheduled for completion by August 2014. During a final review by a stakeholder in June 2014, an underground utility conflict was discovered, and relocation of this utility is now required to build the project. The Orange County Transportation Authority (OCTA) completed and integrated the utility relocation design into the project construction documents. Right-of-way (ROW) discrepancies have been found in the record documents between OCTA and the utility company. Additional efforts by OCTA to identify ROW ownership and rights were completed and subsequently communicated to the City of Laguna Niguel representatives to obtain concurrence on the findings including the financial responsibility for utility relocation work. The City of Laguna Niguel has provided a notice of relocation and financial responsibility to the utility company. The utility company has agreed to approve the plans to allow the project to move forward into the construction phase while the responsibility for the cost of relocation will be determined later. Final design will be completed in June 2015, and will include all stakeholder's approvals to allow OCTA to release the invitation for bids in the first quarter of fiscal year (FY) 2016-17.

The parking expansion project at the Orange Transportation Center, led by the City of Orange, represents a longstanding effort between the City of Orange and OCTA to increase the parking capacity at the station for existing and anticipated future growth in ridership. The City of Orange completed schematic design plans in August 2013 and shared the plans at several public workshops. The City of Orange is continuing to work through the environmental process and will be completing the California Environmental Quality Act process before returning to the State Historic Preservation Offices for concurrence on the projects effects on the community. Environmental clearance is expected December 2015.

Final plans are being developed and are anticipated to be ready to bid in early 2016 with completion of the project anticipated in May 2017. OCTA staff continues to work closely with the City of Orange, providing assistance as appropriate, to ensure the project progresses.

The proposed new Placentia Metrolink Station platforms and parking will be located on BNSF Railway and City of Placentia-owned ROW. OCTA is the lead for design and construction of the project. Plans for the platforms, station amenities, and parking are 95 percent complete. However, finalization of the design is on hold pending the outcome of the City of Placentia's negotiations with private developers for a possible transit-oriented development on city-owned property where a surface parking lot serving the station was planned to be constructed. A new cooperative agreement with the City of Placentia for construction of the station will need to be presented to the Board of Directors (Board) for approval once the City of Placentia has a signed agreement with the developer.

The Anaheim Canyon Metrolink Station Improvement project includes the addition of a second station track, platform, extension of the existing platform, and associated passenger amenities, including ticket vending machines, benches, canopies, and signage. OCTA will be the lead agency on all phases of project development and construction, including environmental. A project definition report was approved by the City of Anaheim and OCTA in February 2015. While not within the reporting period, OCTA released a request for proposals for a consultant to perform the environmental and preliminary design in April 2015. This phase will be completed in the fourth quarter of FY 2016-17.

The City of Fullerton is the lead agency on a project at the Fullerton Transportation Center (FTC), which will add an elevator tower to each side of the existing railroad pedestrian bridge. The City of Fullerton opened construction bids on November 4, 2014. The lowest responsible bidder was \$488,000 over the engineer's estimate. A programming action was taken to the OCTA Board in March 2015 to program an additional \$500,000 to this project. The City of Fullerton anticipates issuing a notice to proceed to the contract at the end of June 2015. Construction is anticipated to be completed in July 2016.

OCTA is designing a lighting project at the San Clemente Pier Metrolink Station. The project will add lighting to the existing platforms which currently have no lighting. The City of San Clemente will process the plans for all required approvals and permits. Installation is anticipated in summer 2016.

The Federal Transit Administration (FTA) awarded OCTA with a grant for \$2.23 million for Orange County station rehabilitation projects, based on a prior capital improvement program (CIP) study completed in 2012. The funds will go towards a new staircase for the FTC pedestrian overpass, new and improved lighting for the

San Clemente Pier Metrolink Station, as well as seating and shade structures spread throughout Orange County stations. The addition of seating and shade structures at stations was also identified in the CIP study. The report evaluated station conditions and prioritized potential enhancements as they age and the level of passenger rail service increases.

Los Angeles – San Diego – San Luis Obispo (LOSSAN) Grade Separations

There are currently eight grade separation projects along the LOSSAN rail corridor that have completed project study reports.

On May 23, 2014, the Board approved the selection of a consultant to prepare the project report and environmental document (PR/ED) for the 17th Street grade separation. The contract was executed on October 10, 2014, and the consultant was given the notice to proceed the same day. During this reporting period, engineering development activities began, including a value analysis study and preparation of a draft value analysis report. Environmental documentation activities have also begun, including traffic counts and the subsequent traffic operational analysis report; initial site assessment for environmental contamination concerns, and aerial deposited lead report. The environmental studies will begin after the project alignment is agreed upon by the project development team. The PR/ED phase is anticipated to be completed in spring 2016.

The PR/ED phase of the Santa Ana Boulevard grade separation project was completed on December 2, 2014. Funding for final design, ROW acquisition, and construction has not been identified, and the project is currently on hold.

The Sand Canyon grade separation project in the City of Irvine is currently in the final phase of construction and all improvements are open to the public.

Rail Corridor Improvements

Rail corridor improvements consist of capital and rehabilitation projects that improve the safety, operations, or reliability of the rail infrastructure. OCTA owns over 45 miles of operating railroad.

On March 31, 2014, Metrolink, on behalf of OCTA, completed construction of the San Clemente Beach Trail Audible Warning System (AWS) project. The project provides additional safety improvements and audible warning devices at seven pedestrian crossings along the San Clemente Beach Trail. Regulations do not currently allow AWS to replace the railroad's use of train horns. OCTA, the City of San Clemente, along with state and federal regulatory agencies have cooperatively developed a waiver to allow for the use of the AWS in lieu of the routine sounding of the train horns to mitigate train noise in this area. The waiver request was submitted to the Federal

Railroad Administration (FRA) in August 2014. FRA approved the waiver request in April 2015 with conditions to install additional fencing along the beach trail. OCTA continues to support the City of San Clemente in these efforts, and anticipates completing the required fencing in the fall, for implementation of the AWS in late fall/early winter.

The Laguna Niguel to San Juan Capistrano passing siding project will add approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track. The project will enhance operational efficiency of passenger services within the LOSSAN rail corridor. On August 25, 2014, the Board approved the selection of a consultant to prepare the plans, specifications, and estimates, and to negotiate and execute a cooperative agreement with the Southern California Regional Rail Authority (SCRRA) to provide engineering and engineering review services for this project. The consultant was given the notice to proceed on March 25, 2015. Initial project activities began this quarter, including submitting a baseline project schedule, the necessary project and quality management plans, and obtaining a right-of-entry permit from SCRRA to allow engineering activities to begin on the railroad. Initial discussions and preliminary design work have been initiated with Metrolink on an alternative location for the spur track to help reduce capital cost.

Staff continues to work with the rail corridor cities to fine tune and address any concerns with the grade crossings that were improved through the Rail-Highway Grade Crossing Safety Enhancement Program. The Del Obispo Road crossing in the City of San Juan Capistrano is in close proximity to the San Juan Capistrano Metrolink Station and is impacted when trains move into and through the station. OCTA is working with the City of San Juan Capistrano to refine the traffic and railroad signal operations to limit the duration of time that the crossing gate arms are in the down position while a train is stopped at the station, and also explore long-term solutions.

The railroad ROW Slope Stabilization project includes eight locations within the LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability. On May 22, 2015, a consultant was selected by the Board to provide design services, environmental, and construction support for the slope stabilization project.

Metrolink continues the implementation of positive train control (PTC) throughout the system. Formal functional testing of the Orange and Olive subdivisions began on April 14, 2015, and official Revenue Service Demonstration (RSD) was achieved on the lines on May 26, 2015. To date, three of the five subdivisions are operating in RSD. Metrolink is currently finalizing its draft of the PTC Safety Plan, which is expected to be submitted to FRA in mid-year. If the FRA review process can be completed in six months, Metrolink could achieve PTC System Certification by December 31, 2015.

Transit Extensions to Metrolink

The Transit Extensions to Metrolink Program is intended to broaden the reach of Orange County's backbone rail system to key employment, population, and activity centers. There are currently two fixed-guideway projects advancing through this program: the City of Anaheim's Anaheim Rapid Connection (ARC) project, serving the Anaheim Regional Transportation Intermodal Center through the Platinum Triangle, Anaheim Resort, the Anaheim Convention Center, and the Santa Ana/Garden Grove Streetcar project, which 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.

ARC Project

Preparation of environmental documentation for the ARC project is ongoing. As part of this effort, the City of Anaheim is continuing to evaluate alternative alignments to address concerns regarding project costs and ROW needs. Once the City of Anaheim selects the alternatives to carry forward in the environmental documentation, an updated project schedule, project definition, and supporting technical studies will be provided to OCTA. This update is anticipated for September 2015.

Santa Ana/Garden Grove Streetcar Project

The cities of Santa Ana/Garden Grove completed the revised environmental assessment/final environmental impact report (REA/FEIR) in December 2014, representing a major milestone for the project. The Santa Ana City Council took action to certify completion of the EIR in January 2015, and the City of Garden Grove took action on the locally preferred alternative in February 2015. The FTA issued a Finding of No Significant Impact in April 2015, completing the environmental process for the project.

With the successful conclusion of the environmental phase, OCTA has assumed lead agency responsibility. On May 5, 2015, the FTA approved the project to move into the formal project development phase of the federal New Starts program. To support OCTA in these efforts, the Board approved a project management consultant services contract in February 2015.

Rail Operations

As one of five agencies that are members of Metrolink, OCTA participates in the design and operation of Metrolink service in Orange County. Rail Operations staff serve as the liaison with Metrolink and are involved in route and service planning, funding, and implementation. In addition to coordination of daily Metrolink operations, the team coordinates the StationLink service, special

trains, promotional activities, and outreach. The Rail Operations staff is also responsible for representing OCTA's interests in the LOSSAN Joint Powers Authority, including the ongoing coordination and service integration efforts on the LOSSAN rail corridor.

In August 2013, OCTA was selected as the managing agency for the LOSSAN Rail Corridor Agency, and Rail Operations provides the primary staffing for the managing agency duties, which consist of two main areas, daily management and administration for the agency and negotiation of the interagency transfer agreement (ITA) with the State of California. The ITA is anticipated to be completed and signed in July 2015.

The total FY 2014-15 third quarter ridership (weekday and weekend) for the three Metrolink lines serving Orange County, including Rail 2 Rail passengers, has increased by 2.2 percent compared to the same quarter last year, and increased by 2.9 percent from the previous quarter.

Third quarter on-time performance for the three lines serving Orange County averaged 94.9 percent, compared to the systemwide average of 95.1 percent.

Systemwide Metrolink revenue for the third quarter of FY 2014-15 has shown a decrease of 3.2 percent, compared to (the same period) FY 2013-14. In comparison to the previous quarter, there was a systemwide increase of less than one percent. The Orange County Line experienced an increase of 0.4 percent, the Inland Empire/Orange County Line had a decrease of 5.8 percent, and the 91 Line had a 0.9 percent increase in revenue compared to the same period last year. At the time the report was generated, the revenue data was considered a preliminary draft from Metrolink and may be subject to adjustment. These are summarized in the table below.

<u>Third Quarter – Orange County</u>	<u>Ridership</u>	<u>Revenue</u>	<u>On-Time Performance</u>
FY 2013-14	1,081,890	\$ 8,310,528	92.5 percent
FY 2014-15	1,105,238	\$ 8,219,533	94.9 percent
FY 2013-14 vs FY 2014-15	2.2 percent	-1.1 percent	2.4 percent

OCTA funded a special train from Orange County for the Lunar New Year celebration in Chinatown, Los Angeles on Saturday, February 21, 2015. A kickoff celebration at the Irvine Metrolink Station was held by OCTA with 350 people in attendance. Over 4,000 passengers rode Metrolink on the Orange County Line and Inland Empire-Orange County Line with the help of the additional round-trip service.

Transit Facilities Engineering

Transit Facilities Engineering is responsible for the development and implementation of capital rehabilitation, facility notifications, and new capital projects for all OCTA transit facilities, including the five bus bases and seven park-and-ride lots. Design is underway on four projects this period, including the maintenance building heating, ventilation, and evaporative cooling replacement at the Irvine Construction Circle Bus Base, vehicle inspection station equipment canopy at the Garden Grove Bus Base, bus wash run-off mitigation at all bus bases, and pavement repairs at Garden Grove Bus Base and Fullerton Park and Ride. There are four projects in the construction bid phase this period, Fall Protection at skylights and maintenance pits at all bus bases; heating, ventilation, and air conditioning replacement at the Garden Grove Bus Base operations building; facility modifications at the Irvine Construction Circle Bus Base; and maintenance building heating, ventilation, and evaporative cooling replacement at the Irvine Construction Circle Bus Base. Four projects are currently under construction, including replacement of underground storage tanks at the Irvine Sand Canyon, Garden Grove, and Anaheim bus bases; the additional parking lot at Golden West Transportation Center; and trellis beam repair at the Newport Transportation Center. The painting and coatings project at the Anaheim and Garden Grove bus bases was completed this period.

Summary

The Department is responsible for OCTA's rail project development, rail capital improvement programs, rail operations, and transit facilities engineering projects. For the period covering the third quarter of FY 2014-15, projects generally progressed consistent with scope and schedule.

Attachment

None.

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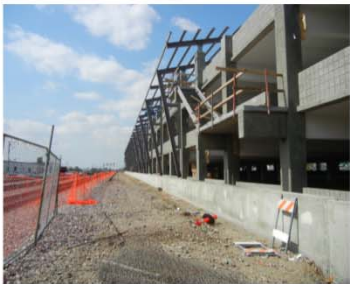
ORANGE COUNTY TRANSPORTATION AUTHORITY

Rail Programs and Facilities Engineering Quarterly Report
Supplemental Information

Rail Programs and Facilities Engineering Quarterly Report




Station Improvements



Project	Cost (millions)	2013	2014	2015	2016	2017	2018	2019	2020	
Laguna Niguel/Mission Viejo Metrolink Station/Americans with Disabilities Act Ramp Improvements	\$8.52									
Orange Metrolink Station Parking Structure	\$18.55									
Placentia Metrolink Station (on hold)	\$23.42									
Anaheim Canyon Metrolink Station Improvements	\$20.05									
Fullerton Transportation Center Elevator Upgrades	\$3.50									
Total	\$74.04	Note: All Costs do not include right-of-way (ROW) expenses.								

 Project Definition Report

 Project Approval/Environmental Document (PA/ED)

 Final Design

 Construction

 Funding Approval

LOSSAN Grade Separation Projects



Sand Canyon Avenue - June 2015

Schedule / Cost

Project	Cost (millions)	2013	2014	2015	2016	2017
17th Street - Santa Ana	\$55.00					
Sand Canyon Avenue - Irvine	\$56.00					
Santa Ana Boulevard - Santa Ana (Santa Ana Lead) ¹	\$73.30					
State College Boulevard - Anaheim ²	\$92.00					
TOTAL	\$276.30					

PA/ED
 Preliminary Engineering (PE)
 Final Design
 Construction

¹ Latest City estimate

² Pending \$46 Million funding from California High-Speed Rail Authority

Rail Corridor Improvements



Schedule / Cost

Project	Cost (millions)	2013	2014	2015	2016
San Clemente Beach Trail Crossings Audible Warning System	\$ 4.50	Construction			
Laguna Niguel-San Juan Capistrano Passing Siding	\$ 25.27	PA/ED	Final Design	Final Design	Construction
Positive Train Control Program (Orange County Transportation Authority [OCTA] Share)	\$ 39.92	Construction	Construction	Construction	
Rail ROW Slope Stabilization	\$ 2.00	PA/ED	PA/ED	PA/ED	PA/ED
Total	\$ 71.69				

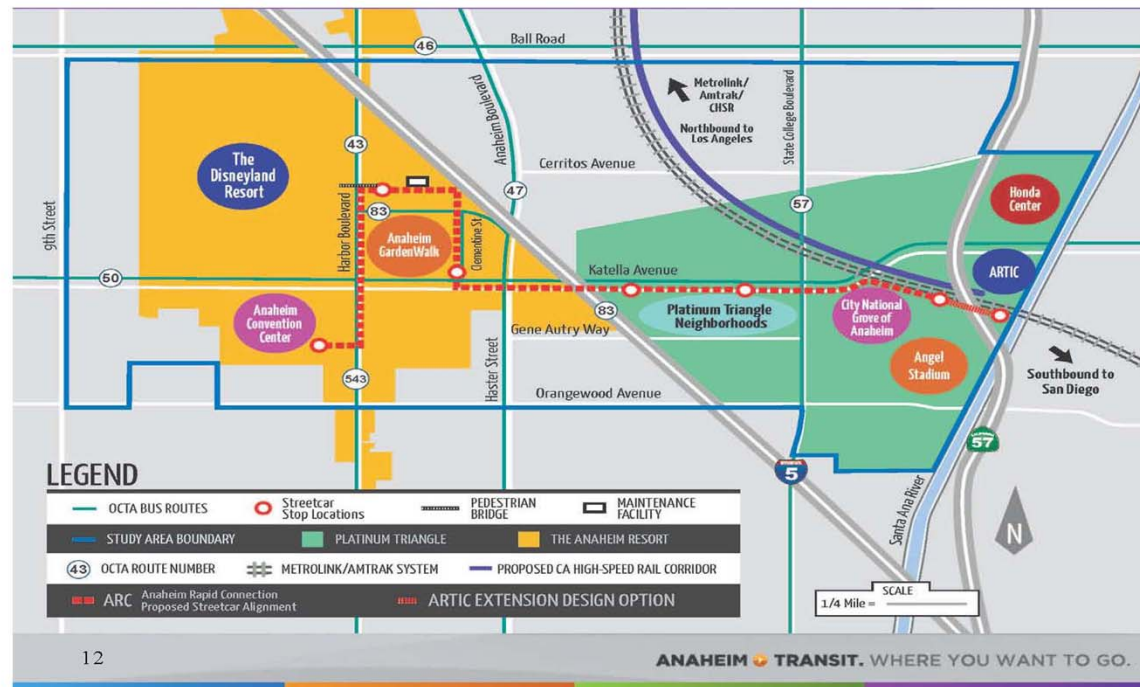
PA/ED

Final Design

Construction

Planning

Transit Extensions to Metrolink: Anaheim Rapid Connection



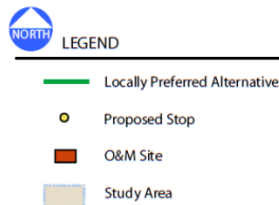
Schedule***	2013	2014	2015	2016	2017	2018	2019	2020
Alternatives analysis (AA), state/federal environmental clearance, and conceptual engineering	[Light blue bar]							
Project Development/PE*				[Light blue bar]				
Construction**							[Dark blue bar]	

*Phase partially funded

** Phase not funded

***Schedule on hold

Transit Extensions to Metrolink: Santa Ana/Garden Grove Fixed-Guideway

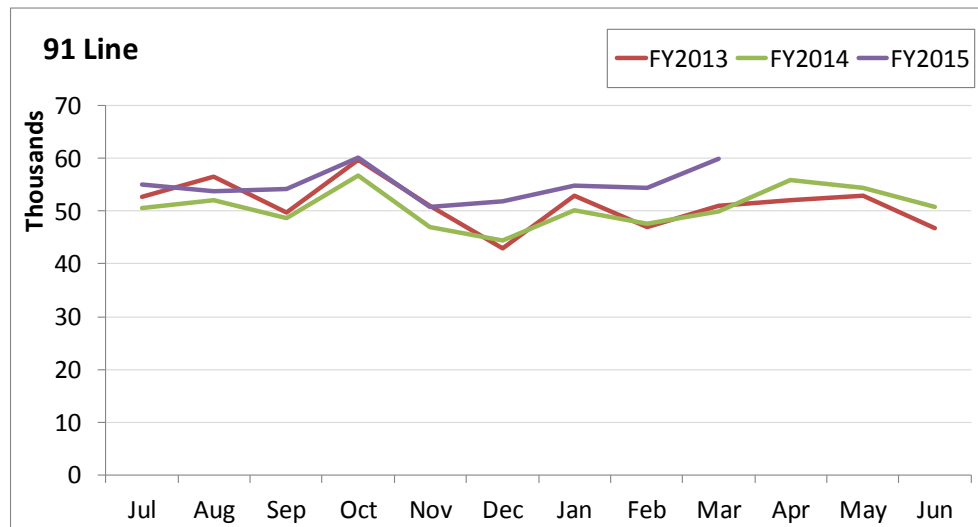
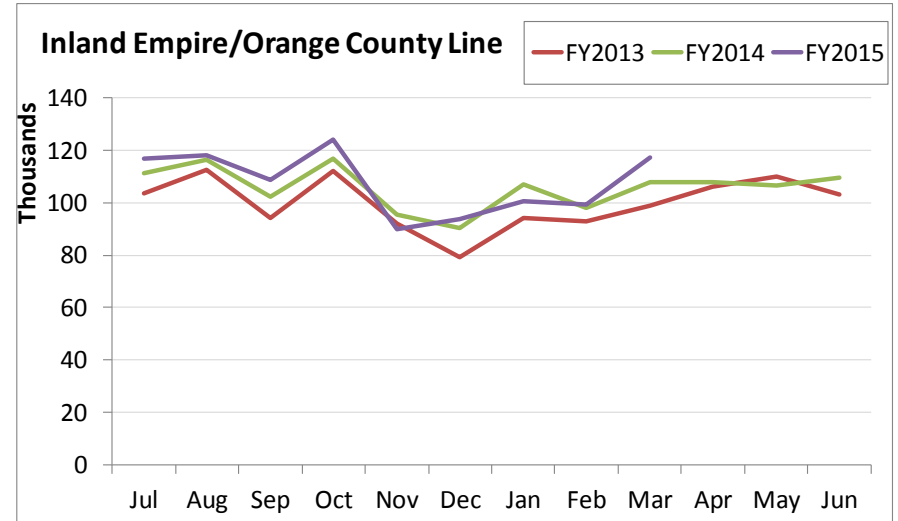
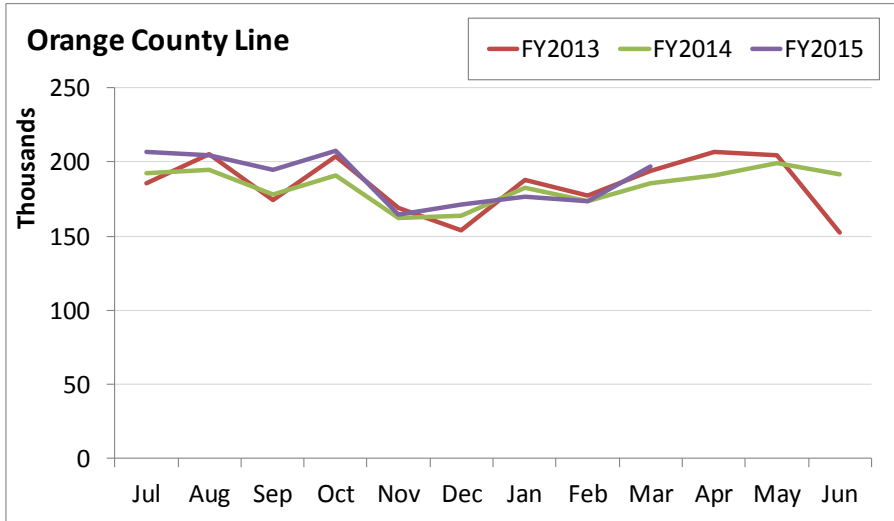


Schedule	2013	2014	2015	2016	2017	2018	2019
AA, state/federal environmental clearance, and conceptual engineering	[Light blue bar]						
Project Development/PE*			[Light blue bar]				
Construction**					[Dark blue bar]		

* Phase partially funded (Future programming and budget action subject to Board of Directors' approval)

** Pursuing federal New Starts

Metrolink Ridership



Rail Operations

Project

FY 2014-15 Third Quarter Update

Lunar New Year

- OCTA hosted a Lunar New Year celebration at the Irvine Station on Saturday, February 21, 2015
- Over 350 people attended the event and rode Metrolink to Los Angeles to watch the Golden Dragon Parade in LA's Chinatown
- The first 100 people at the event received a free Metrolink ticket for the day
- This year, OCTA funded an additional train to support over 4,000 boardings



Swallows Day Parade

- On Saturday, March 21, 2015, OCTA hosted an event at the Tustin Metrolink Station to encourage Metrolink travel to the 57th annual Swallows Day Parade and Mercado in San Juan Capistrano
- The first 50 guests received free Metrolink tickets, and the event offered free food and live music



Festival of the Whales, March 7-8 & 14-15

- OCTA hosted an event at the Orange Station on March 7, 2015 to kick off the two-weekend long festival in Dana Point
- 150 people attended the event and boarded Metrolink to San Juan Capistrano for a direct bus connection to the festival



Fullerton Railroad Days

- The Southern California Railway Plaza Association hosted the 15th annual Railroad Days on Saturday and Sunday, May 2 & 3 at the Fullerton Transportation Center



Facilities Engineering

Project	Cost (millions)	2013	2014	2015
GWTC - Surface Parking	\$ 1.98	[Gantt chart showing Final Design in 2013, Bid in 2014, and Construction in 2015]		
Irv CC Base - Maintenance Building Heating, Ventilating, Cooling	\$ 0.23	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
GG Base - Heating, Ventilation, and Air Conditioning Replacement Operations Building	\$ 0.48	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
Ana, GG, Irv SC Bases - Underground Storage Tanks Removal	\$ 1.18	[Gantt chart showing Final Design in 2013, Bid in 2014, and Construction in 2015]		
NPTC - Trellis Beam Repair	\$ 0.04	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
GG Base - Vehicle Inspection Station Equipment Canopy	\$ 0.35	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
All Bases - Bus Wash Run-Off Mitigation	\$ 1.00	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
All Bases - Brake Check Pit Safety Nets	\$ 0.18	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
Ana, GG Bases - Paint and Coatings	\$ 0.45	[Gantt chart showing Final Design in 2013, Bid in 2014, and Construction in 2015]		
GG, FPNR - Pavement Repairs	\$ 0.18	[Gantt chart showing Final Design in 2014, Bid in 2015, and Construction in 2015]		
Irv CC Base - Facility Modifications	\$ 0.63	[Gantt chart showing Final Design in 2013, Bid in 2014, and Construction in 2015]		
TOTAL	\$ 6.70			

Final Design
 Bid
 Construction

OCTA Facility Legend:

Ana	Anaheim Bus Base
GG	Garden Grove Bus Base
Irv CC	Irvine Construction Circle Bus Base
Irv SC	Irvine Sand Canyon Bus Base
BPNR	Brea Park-and-Ride
GWTC	Golden West Transportation Center
NPTC	Newport Transportation Center



Golden West Transportation Center Parking