



August 25, 2014

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Progress Report for the Period of April 2014 Through June 2014

Overview

Staff has prepared a Measure M2 progress report for the period of April 2014 through June 2014 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 an operating 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) Transportation Ordinance and Transportation Investment Plan, Ordinance No. 3, requires quarterly status reports regarding the major projects detailed in the ordinance be filed with 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 April 1, 2014 through June 30, 2014 (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 June 2014.

Each quarter, the M2020 section of Attachment A is updated to provide further progress/status towards meeting the 14 objectives and managing the ten major risks outlined in the M2020 Plan, as well as other identified risks and delivery challenges.

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

- During the quarter, the State Route 57 (SR-57) project's northern most segment (from Yorba Linda Boulevard to Lambert Road [M2 Project G]) construction was completed on May 2, 2014. For the central segment (from Orangethorpe Avenue to Yorba Linda Boulevard [M2 Project G]), the new general purpose lane was opened to traffic on April 27, 2014. Project completion on this segment is expected in August 2014. An open-to-traffic ribbon-cutting event for these two segments was held on May 14, 2014.
- The environmental phase began for the Interstate 5 (I-5) project between just north of Interstate 405 (I-405) and State Route 55 (SR-55) (M2 Project B).
- The initial study/environmental assessment and project report were approved this quarter by the California Department of Transportation (Caltrans) for the I-5 between State Route 73 and El Toro Road project (M2 Project C and part of Project D). The environmental phase will be complete next quarter.
- The construction contract for I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) (M2 Project C and part of Project D) was awarded on June 17, 2014. Construction activities are anticipated to begin next quarter.

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- The construction contract for the I-5 widening project (adding carpool lanes between Avenida Pico and Avenida Vista Hermosa) and the Avenida Pico interchange reconstruction (M2 Project C and part of Project D) will be advertised in September 2014. The California Transportation Commission (CTC) allocated the project funding at the June 2014 CTC meeting, two months earlier than originally anticipated.
 - OCTA staff provided an overview of policy decisions for the Santa Ana/Garden Grove Fixed-Guideway Project (M2 Project S) to the Board on May 23, 2014. The Board subsequently directed staff to develop a proposed project implementation plan for the project, with OCTA serving as the lead agency, and develop a financial plan to fund capital, operations, and maintenance requirements. Staff will present the proposed plans for Board consideration in August 2014. Also in May 2014, the environmental assessment/draft environmental impact report (EA/DEIR) was completed and, with approval from the Federal Transit Administration, the City of Santa Ana released the EA/DEIR for public comment. During the next quarter, the City of Santa Ana will respond to comments to support the development of the final environmental assessment/environmental impact report. The City of Garden Grove anticipates taking the locally preferred alternative (LPA) to its August 2014 council meeting. Following council action, the LPA adoption and draft environmental analysis will be brought before the OCTA Board in September.
 - The fiscal year (FY) 2014-15 Tier 1 call for projects for the Environmental Cleanup Program (M2 Project X) concluded on May 16, 2014. OCTA received 22 application submittals. Funding recommendations for the fourth Tier 1 call for projects, in the amount of approximately \$2.8 million, are anticipated for Board approval in late summer 2014. Funding recommendations for the second Tier 2 call for projects were approved by the Board on April 14, 2014, in the amount of \$15.2 million. To date, there have been three rounds of funding under Tier 1, and two rounds under Tier 2. This has provided a combined \$31 million in funding allocated by the Board for 102 water quality projects since 2011.
 - For FY 2013-14, the Board has allocated \$8.4 million for ten projects in the Regional Traffic Signal Synchronization Program (M2 Project P). Funding approval was provided by the Board on April 14, 2014. To date, there have been four rounds of funding allocated by the Board for this program, for a total of 64 projects, in the amount of \$40.4 million.

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- The 2014 Regional Capacity Program (M2 Project O) call for projects concluded on April 14, 2014, with the Board's approval of approximately \$35.7 million to fund 17 projects. To date, there have been four rounds of funding, for a total of 65 projects, and \$161 million allocated by the Board for streets and roads projects since 2011.
 - The Metrolink Service Expansion Program (M2 Project R) will soon include additional service into Los Angeles from Orange County. This quarter, the Riverside County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, and OCTA agreed to an October 2014 schedule change, pending approval of a memorandum of understanding with BNSF Railway, which is necessary to operate the trains. The schedule change would end four underutilized mid-day trips between Fullerton and Laguna Niguel/Mission Viejo, and deploy one mid-day roundtrip between Laguna Niguel/Mission Viejo and Los Angeles. The agreement is currently being circulated. Following the completion of these discussions, staff plans to return to the Board in fall 2014 with a program update and recommendations for the future of the service.

The following recent accomplishments have taken place after the close of the fourth quarter:

- The construction notice to proceed for the Lakeview Boulevard Grade Separation Project (M2 Project O) was provided on July 1, 2014. All seven of the OC Bridges grade separation projects are now either complete (Placentia Avenue and Kramer Boulevard) or under construction.
- Construction on the I-5 between Vista Hermosa and PCH (M2 Project C) began on July 3, 2014.
- A completion event for the Kraemer Boulevard Grade Separation Project (M2 Project O) was held on July 8, 2014. This is the second of seven OC Bridges grade separation projects under Project O to be completed.
- All lanes on the Sand Canyon Grade Separation Project (M2 Project R) were opened to traffic on July 14, 2014.
- A first call for projects took place for Safe Transit Stops (M2 Project W). On July 14, 2014, \$1,205,666 in funding was approved by the Board for 51 city-initiated improvements, and \$370,000 for OCTA-initiated improvements to expand the regional text4next system.

- The La Habra Express community circulator (Project V) began service on August 4, 2014. The service provides two bus routes that operate almost exclusively within the City of La Habra, with stops at the Fullerton Transportation Center and St. Jude Medical Center.
- The Board approved OCTA to serve as the lead agency for project development and implementation, and operations and maintenance of the Santa Ana/Garden Grove Fixed-Guideway Project (Project S) on August 11, 2014. Additionally, staff was directed to pursue federal New Starts funding for the project.

Overall, the M2 program of projects is moving forward as planned. The one area of particular challenge is with freeway projects that are currently moving through the project study report (PSR) and project approval/environmental document phases. 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.

As part of the project development process, Caltrans is requiring a broader range of alternatives to be studied to meet other state highway system needs and/or requirements. However, these considerations could expand the project's footprint, add costs, or have secondary impacts. It is imperative that OCTA and Caltrans remain coordinated and find common ground despite varying priorities. OCTA is the funding agency whose M2 program calls for delivery of projects as promised to Orange County voters, while limiting impacts to the communities. Caltrans defines its purpose as striving to efficiently deliver quality transportation projects and services, and maximizing sustainable transportation system performance and accessibility that is consistent with regional system improvements.

Caltrans and OCTA have made significant improvements over this past year; however, there are a number of issues that are currently being worked out to manage scope, schedule, and funding concerns.

The following represent the most significant M2 program delivery challenges:

- Completion of the environmental impact report/environmental impact statement for the design-build project on the I-405 between SR-55 and Interstate 605 project has been delayed as a result of debates on the preferred alternative, requests for supplemental analysis, and additional time needed to consider input. On July 25, 2014, Caltrans announced the decision to select Alternative 3 as the preferred alternative. Alternative 3

includes a general purpose lane (M2 Project K) and a high-occupancy toll lane. To avoid cost escalation, it will be important to address the details on how to navigate the Caltrans-proposed phased approach to deliver the M2 improvements in a timely manner.

- The environmental phase for the SR-55 between the I-405 and I-5 has stalled. During the quarter, Caltrans requested that a modified alternative be studied, as well as the completed traffic analysis be revised to include projects outside of the agreed upon baseline. This is not consistent with the past OCTA/Caltrans practice and recent case law, but Caltrans believes this is consistent with statewide project development for projects on the State Highway System. To respond to these modifications, the project is expected to incur up to an additional 17-month delay. Staff intends to provide a report on the project to the Board.
- Four projects were delayed due to issues related to PSR/project development support (PDS) document reviews and approvals. OCTA and Caltrans staff continue to address varying perspectives on the proposed scope of analyzed alternatives. Several rounds of revisions have occurred to date. In the case of State Route 91 (SR-91) between the SR-57 and SR-55, the technical issues have been resolved, yet the start of the environmental phase has been delayed one year as a result. Both SR-55 between I-5 and SR-91, and SR-57 from Orangewood Avenue to Katella Avenue, have been delayed by more than three months, but technical issues appear to have been resolved. The fourth project, I-5/El Toro Road interchange, has been delayed by nine months due to requests for a broader set of alternatives during the environmental phase. OCTA has agreed to include additional alternatives. While these projects are likely to meet the M2020 target of completing the environmental phase by 2020, scope broadening is a concern since what is being requested on some of these PSR/PDS documents will potentially have greater community impacts and have higher costs.
- In June 2014, staff presented a program update on M2 Project U, Fare Stabilization Program. Staff reported once again that funding levels are insufficient and the program will 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 to present options for further discussion as part of the Ten-Year Comprehensive Program Review, which is scheduled to take place in 2016.

The Program Management Office, 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 and report to the Board as part of these quarterly progress reports.

Summary

As required by M2 Ordinance No. 3, a quarterly report, covering activities from April 2014 through June 2014, 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 progress report is presented on the OCTA website. Hard copies are available by mail upon request.

Attachment

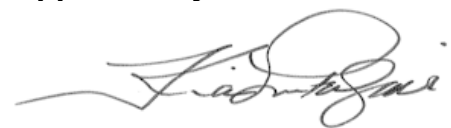
- A. Measure M2 Progress Report – Fourth Quarter of Fiscal Year 2013-14 – April 1, 2014 through June 30, 2014

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Measure M2

Progress Report

Fourth Quarter of Fiscal Year 2013-14
 April 1, 2014 through June 30, 2014



Measure M2

Progress Report



SUMMARY

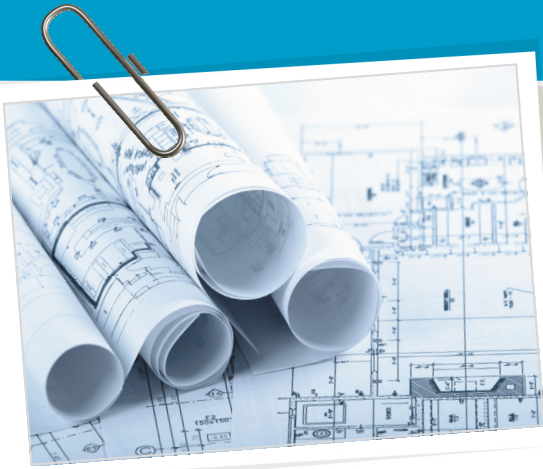
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Measure M2

Progress Report



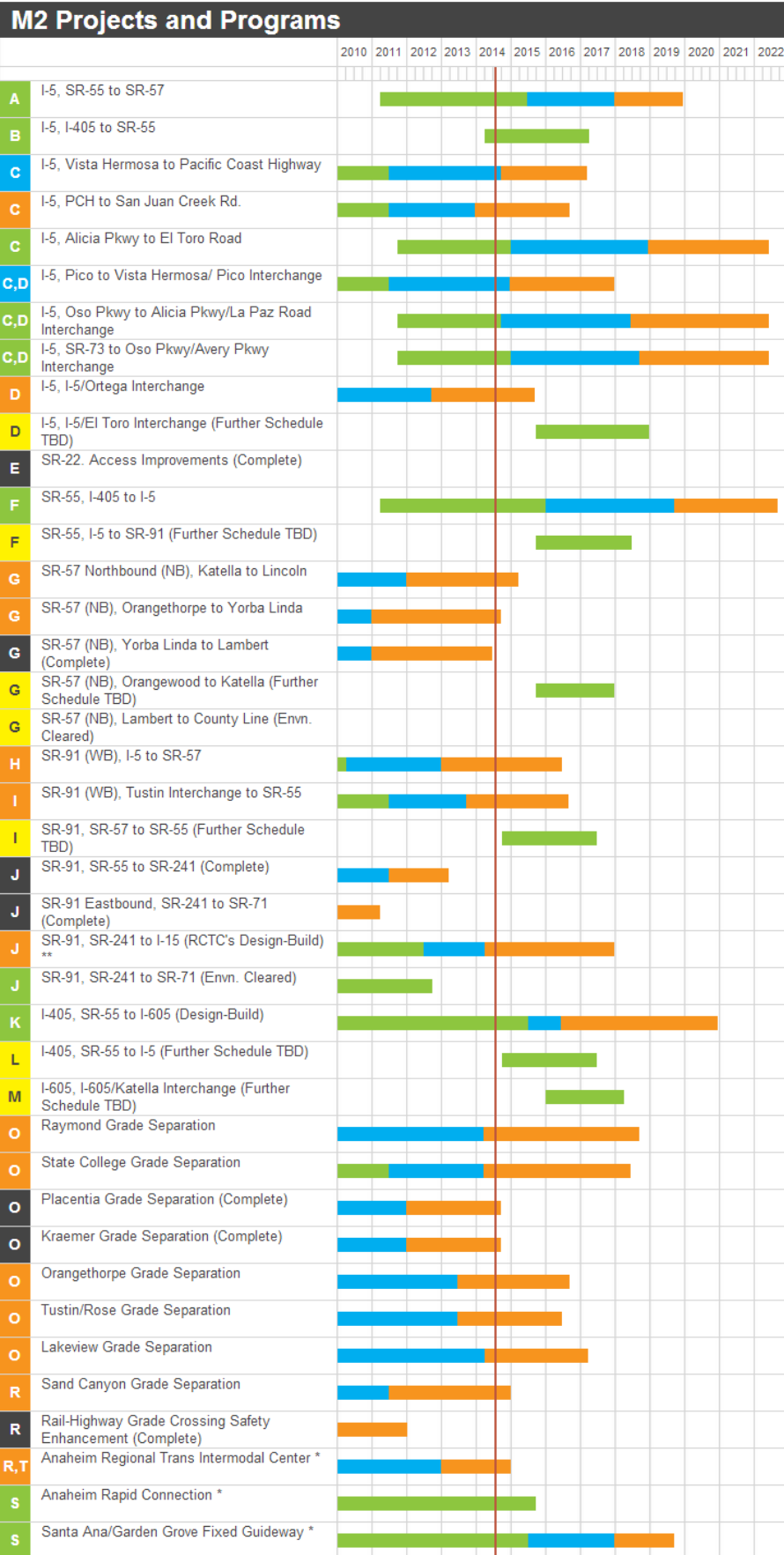
SECTION	PROJECT	PAGE
M2020 Plan Update		1
Freeway Program (Projects A-N)		7
Interstate 5 (I-5) Projects	{A — D}	7
State Route 22 (SR-22) Project	{E}	10
State Route 55 (SR-55) Projects	{F}	10
State Route 57 (SR-57) Projects	{G}	11
State Route 91 (SR-91) Projects	{H — J}	12
Interstate 405 (I-405) Projects	{K — L}	15
Interstate 605 (I-605) Projects	{M}	16
Freeway Service Patrol	{N}	17
Streets and Roads (Projects O, P and Q)		18
Regional Capacity Program	{O}	18
Regional Traffic Signal Synchronization	{P}	21
Local Fair Share Program	{Q}	23
Transit Programs (Projects R, S, T, U, V and W)		24
High Frequency Metrolink Service	{R}	24
Transit Extensions to Metrolink	{S}	25
Regional Gateways for High-Speed Rail	{T}	27
Expand Mobility Choices for Seniors and Persons with Disabilities	{U}	28
Community Based Transit / Circulators	{V}	29
Safe Transit Stops	{W}	30
Environmental (Project X and Freeway Mitigation Program)		31
Environmental Cleanup	{X}	31
Freeway Mitigation Program (part of Projects A — M)		32
Program Management Office		34
M2 Financing and Schedule of Funding		37
M2 Local Funding by Agency		41
Capital Action Status		43

Project Schedules

Measure M2 Progress Report



Conceptual
 Environmental
 Design, Advertise & Award
 Construction
 Completed



*Projects managed by local agencies.

**Project managed and funded by Riverside County Transportation Commission.

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

Project Schedules current as of June 30, 2014.



M2020 Plan Update

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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.

Two of the 14 projects are complete, SR-91 between SR-55 and SR-241 (Project J), and SR-57 between Yorba Linda Boulevard and Lambert Road (Project G). SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard (Project G) is currently open to traffic. Additionally, another five projects are currently under construction, with a sixth slated to begin construction next quarter, and a seventh to begin construction in late 2014. The I-405 project between SR-55 and I-605 (Project K) is currently in the environmental phase. The I-5 project between SR-55 and SR-57 (Project A), the I-5 project between SR-73 and El Toro Road, and the SR-55 between I-405 and I-5 (Project F) are all in the PA/ED 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). This quarter, the I-5 project between I-405 and SR-55 (Project B) began the environmental phase. Two more projects are slated to begin the environmental phase in late 2014: I-405 between I-5 and SR-55 (Project L), and SR-91 between SR-57 and SR-55 (Project I). The remaining projects are scheduled to begin the environmental phase as shown on the previous page (Project Schedules), and be environmentally cleared by 2020.

**The last edition of this report (M2 Progress Report, Third Quarter, FY2013-14) incorrectly reported that the SR-57 project between Lambert Road and Tonner Canyon Road (Project G) is environmentally cleared. PSR-PDS has so far been completed for this project. PA/ED for this project will be completed by 2020.*

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

To date, more than \$24 million in projects are complete, and more than \$211 million is currently in construction phases. 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 \$135 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.

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 1,074 intersections along 269 miles of streets. The signal program will meet the target of synchronizing at least 2,000 signalized intersections by early 2016. For the latest Call for Projects (FY 2013-14), the Board allocated \$8.4 million for 10 regional signal synchronization projects on April 14, 2014.

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).

OCTA, RCTC, and Metro agreed to an October 2014 schedule change, pending approval of a Memorandum of Understanding with BNSF Railway, the entity that owns the railroad tracks between Fullerton and Los Angeles. The schedule change would discontinue four low ridership mid-day trips between Fullerton and Laguna Niguel/Mission Viejo and deploy two mid-day trains between Laguna Niguel/Mission Viejo and Los Angeles. The agreement is currently being circulated. Following the completion of these discussions, staff plans to return to the OCTA Board of Directors in fall 2014 with a program update and recommendations for the future of the service.

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

In May, the Board directed staff to develop a financial plan to fund capital, operations, and maintenance of the Santa Ana/Garden Grove Fixed-Guideway Project that maximizes the use of state and federal funding sources by leveraging Measure M2 revenues. Additionally, the Board directed staff to develop a project implementation plan for the Santa Ana/Garden Grove Fixed-Guideway Project, with the Orange County Transportation Authority serving as the lead agency. Staff will return in August with the proposed plans for Board consideration. 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 construction estimate.

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

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC), with construction underway. The project is approximately 80 percent complete. The substantial completion date remains on schedule for November 2014.

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

To date, more than \$22 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. The La Habra Express Community Circulator will begin service in early August. Service is currently operating in the City of Lake Forest, with other participating cities anticipating service to be in place by the end of 2014. The timing for the next Project V Call for Projects is under review and staff plan to gauge city interest during the next quarter.

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 eight of the 11 restoration projects approved by the 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.

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

Once the draft NCCP/HCP is released in late 2014, staff will initiate the release of separate preserve specific Resource Management Plans (RMP's) for the properties covered in the NCCP/HCP. These RMP's will determine the appropriate management (consistent with the NCCP/HCP) needs of each of the acquired properties. 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 a similar process.

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 three rounds of funding under the Tier 1 grants program. A total of 86 projects in the amount of \$8.46 million have been awarded by the OCTA Board since 2011.

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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 \$27.89 million have been awarded by the OCTA Board since 2013.



Key:



On Track



At Risk



One To Watch



Complete

M2020 Risk Update

The M2020 Plan identified ten major risks that may impact the aggressive advancement of M2 projects and programs. OCTA recognized that these risks need to be actively addressed to ensure delivery of the Plan by 2020. These risks are listed below with associated proposed actions and explanations. Additionally, as other risks and challenges to delivery are identified, they will likewise be incorporated here either as separate items, or as expansions to the ten major M2020 risks.

Three of the ten major are no longer considered risks, as measures were completed to address them. Find detailed information about these in previous editions of this quarterly report.

	Organizational Risk	Proposed Action	Explanation
1	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.	The organizational assessment reviewed OCTA's ROW department's resources, capabilities, and workload, and developed recommendations to address the needs of M2 and the M2020 Plan. OCTA and Caltrans will need to work closely to address the issue of Caltrans' limited ROW resources. This will need to be managed to limit the risk.	Some of OCTA resource needs have been included in the 2014/15 proposed budget in the form of consultant contracts. Other resource needs will need to be addressed as projects come online. 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.
2	Availability of management and technical capabilities to deliver/operate future rail guideway projects.	Prepare a report on guideway project delivery and operation management plans concurrent with completion of the respective environmental phase.	In May, the Board directed staff to develop a financial plan to fund capital, operations, and maintenance of the Santa Ana/Garden Grove Fixed-Guideway Project, as well as to develop a project implementation plan, with OCTA serving as the lead agency. Staff will return in August with the proposed plans for Board consideration. At the May 23 Board meeting, OCTA staff provided a project update for the Anaheim Rapid Connection project and indicated that project implementation and funding would be addressed in 2015.
3	Exposure to added bond costs due to schedule changes.	A Plan of Finance to address the optimal finance dates and structure was developed and approved by the Board on November, 26, 2012. The plan includes a conservative approach with three debt issuance dates which allows for flexibility in how much debt to incur and when.	The adopted Plan of Finance is in line with current project and program plans. Staff reviewed the M2020 Plan and the Plan of Finance. It was presented to the Board on September 9, 2013 and showed that the M2020 Plan is still deliverable to date.

Measure M2

Progress Report

M2020 RISK UPDATE



Key:

- On Track
- At Risk
- One To Watch
- Complete

Organizational Risk	Proposed Action	Explanation	
4	<p>Delay in project phases affecting overall costs and ability to deliver M2020. (Varying perspectives between Caltrans and OCTA with regard to freeway program delivery is relevant to this risk.)</p>	<p>Identify critical program activities and develop strategies to minimize delays. The M2 promise to the voters must be kept. OCTA and Caltrans will need to work together to find common ground and allow for project delivery, which is critical to the success of both agencies.</p>	<p>A critical factor in delivering the M2020 Plan is keeping project costs and schedules on target. Stalled projects, like those currently in PA/ED, could jeopardize delivery of M2 overall. 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>
5	<p>Changes in priorities over the life of the program.</p>	<p>Implement a defined process to assess tradeoffs of changes in priorities.</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>
6	<p>Legislative authority to use design/build (D/B) for delivery methods was achieved with the OCTA sponsored legislation AB 401 authored by Tom Daly and signed into law on September 25, 2013. This authority is threatened by the lawsuit filed by the American Council of Engineering Contracts (ACEC) which is challenging portions of the statutory language.</p>	<p>OCTA staff is monitoring the lawsuit and providing information and input as appropriate. With the recent Preferred Alternative selection by Caltrans on I-405 (Project K) this will allow OCTA to move forward with the planned design build method of delivery if the construction contract is in place prior to or within one year of a negative outcome on the lawsuit.</p>	<p>If ACEC prevails in the lawsuit, the design-build authority provided under AB 401 would expire one year after Caltrans posts the notice of legal decision. If the construction contract is not in place at that time, it would impact OCTA's authority to use a design-build process to deliver the I-405 (Project K).</p>
7	<p>Internal/external agency functional units not available, overloaded, or have competing priorities.</p>	<p>The Organizational Assessment conducted a workload analysis to determine what is required for staffing and contracting out to deliver the M2020 Plan. The review in particular focused on contracting, project management, project controls, and accounts payable resources. Proposed actions also include partnering with Caltrans to align priorities and resources.</p>	<p>The Organizational Assessment recommended department structure changes and resource needs. Caltrans resources are also a concern and OCTA staff will continue to work with them to address our needs. Some of OCTA resource needs have been included in the 2014/15 proposed budget in the form of consultant contracts. Availability of specialized resources such as environmental or ROW within the Caltrans organization requires attention.</p>

Measure M2

Progress Report

FREEWAYS



Interstate 5 (I-5) Projects

Project A

Contact: Rose Casey, Highways
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I-5 (SR-55 to SR-57)

Status: Finalizing Project Approval/Environmental Document

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. During the quarter, the mandatory design exception fact sheets and all technical studies were approved. Staff continued to work with property owners and the City of Santa Ana to develop a way-finding signage package. Work continued on the draft environmental document; the Caltrans review process included several rounds of revisions. Final concurrence from Caltrans is needed before the draft environmental document can be publically released, which is scheduled for August 2014. Completion of the environmental phase is expected in late 2014. A project update was provided to the Regional Planning and Highways Committee on May 19, 2014 and to the OCTA Board of Directors on May 23, 2014. Staff also held a stakeholder working group meeting and presented an update to the Taxpayer Oversight Committee. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Project B

Contact: Rose Casey, Highways
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I-5 (SR-55 to the El Toro “Y” Area)

Status: Preparing Project Approval/Environmental Document

Summary: This project will add one general purpose lane on 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 interchanges. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. The environmental study began on May 8, 2014; Caltrans has implemented more rigorous audit provisions of the procurement, which resulted in a schedule delay. The draft Project Report and draft Environmental Document are expected to be complete in May 2016, and the final Environmental Document is expected to be complete in December of 2016. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.



Project C & Part of Project D

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

I-5 (SR-73 to El Toro Road)

Status: Finalizing Project Approval/Environmental Document Phase (Segments 1-3)

Summary: This project will make improvements along the I-5 between the SR-73 and El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Niguel, Laguna Woods and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction from Avery Parkway to Alicia Parkway (Preferred Alternative 2), extension of the 2nd HOV lane from Alicia Parkway to El Toro Road, and reconstruction of the **La Paz Road and Avery Parkway Interchanges (parts of Project D)**. This project has been divided into three segments for design and construction phases: Segment 1 is from SR-73 to Oso Parkway. Segment 2 is from Oso Parkway to Alicia Parkway. Segment 3 is from Alicia Parkway to El Toro Road.

The environmental study was completed this quarter. Caltrans approved the Initial Study/Environmental Assessment (IS/EA) document on May 6, 2014. Similarly, the final Project Report was reviewed by Caltrans and approved on June 5, 2014. Two additional tasks outside of the IS/EA and Project Report are also close to completion. The soundwall survey report was submitted to Caltrans for review and the preliminary site investigations for properties with potentially hazardous materials took place. Both of these tasks are expected to be complete by the end of July, at which point the Project Approval/Environmental Document (PA/ED) phase will be nearly complete. The final Environmental Document will be released to the public in September.

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

I-5 (Avenida Pico to San Juan Creek Road)

Status: Advertising Construction Contract Next Quarter (Segment 1); Construction Beginning Next Quarter (Segment 2); Construction Underway (Segment 3)

Summary: This project will add a carpool lane in each direction of the I-5 between Avenida Pico and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano, and also includes major improvements to the **Avenida Pico Interchange (part of Project D)**. This project is divided into three segments for design and construction phases: Segment 1 is from Avenida Pico to Avenida Vista Hermosa, Segment 2 is from Avenida Vista Hermosa to Pacific Coast Highway (PCH), and Segment 3 is from PCH to San Juan Creek Road.

Last quarter, right-of-way certification was obtained for segment 1 (**Avenida Pico to Avenida Vista Hermosa**) on February 21, 2014. Funding was approved by the California Transportation Commission this quarter on June 25, 2014. Advertisement is anticipated at the end of next quarter and construction is anticipated to begin in late 2014.

For segment 2 (**Avenida Vista Hermosa to PCH**), the construction contract was awarded on June 17, 2014. Soundwall redesign for inclusion of sound absorption material and procurement complexities added five months of additional time to this segment work. Construction activities are anticipated to begin in August 2014.

Measure M2

Progress Report

FREEWAYS



...Continued from previous page

Construction on segment 3 (**PCH to San Juan Creek Road**) began on March 3, 2014. Work this quarter included the completion of abutment footings at Camino Las Ramblas Bridge, and continued work on the infill walls on the PCH Connector Bridge. A meeting was held in April for residents in Dana Point to discuss the plans to relocate a soundwall, as well as the schedule of upcoming construction activities that will occur throughout the PCH to San Juan Creek Road segment. Construction work is 9 percent complete. Construction is scheduled to be complete in September 2016.

Project D

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

I-5/ El Toro Road Interchange

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

Status: Final Draft Project Study Report/ Project Development Support Document Revised

Summary: The I-5/ El Toro Road Interchange draft Project Study Report/Project Development Support (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. This quarter, OCTA and Caltrans staff continued to address their varying perspectives on the proposed draft project alternatives in consultation with the City of Lake Forest and the City of Laguna Hills, which has resulted in a continued schedule delay. The revised final draft PSR-PDS was resubmitted on June 13, 2014 to Caltrans. Completion of the final PSR-PDS, and start of the Project Approval/Environmental Document Phase, is pending Caltrans' approval of the PSR.

I-5/ Ortega Highway Interchange

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

Status: Construction Underway

Summary: Caltrans began construction 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, crews continued to reconstruct the south half of the Ortega Highway Bridge, which is nearly complete. When complete in November, traffic will be switched to the newly constructed south half of the bridge and crews will begin demolition and reconstruction activities on the north half of the bridge. Several closures will occur around the time of this milestone to realign and grade areas of the bridge and ramps. The outreach contract lead by Caltrans has ended. At Caltrans' request, OCTA will now be the lead on outreach through the end of construction.



State Route 22 (SR-22) Projects

Project E

SR-22 Access Improvements

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.



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

State Route 55 (SR-55) Projects

Project F

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

Status: Project Approval/Environmental Document Phase Underway

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. This quarter, the Project Study Team continued to revise technical studies and prepare a revised administrative Draft Project Report. The environmental phase for the SR-55 between the I-405 and I-5 has stalled. During the quarter, Caltrans requested that a modified alternative be studied, as well as the completed traffic analysis be revised to include projects outside of the agreed upon baseline. This is not consistent with the past OCTA/Caltrans practice and recent case law, but Caltrans believes this is consistent with statewide project development for projects on the State Highway System. To respond to these modifications, the project is expected to incur an additional 17-month delay. Overall, the project has already been delayed over one year. Cost escalation on this project is an overall project delivery risk. An OCTA Board of Directors' update will be scheduled for the Regional Planning & Highways Committee and Board meetings prior to public circulation of the Draft Environmental Document and Project Report. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

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

Project F continues on the next page...

Measure M2

Progress Report

FREEWAYS



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

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

Status: Final Draft Project Study Report/Project Development Support Document Revised

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) include the addition of one general purpose lane in each direction between SR-22 and Fourth Street. Other improvements being considered beyond the lane additions consist mostly of 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 continued to work on PSR-PDS draft revisions, per Caltrans' request, and resubmitted the revised draft on June 23, 2014. Caltrans initial review began in February. The PSR-PDS was originally set to be finalized by August 2014, but an additional 6-month delay is expected due to the ongoing review process.

State Route 57 (SR-57) Projects

Project G

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

SR-57 NB (Katella Avenue to Tonner Canyon Road)

Status: **COMPLETE** from Yorba Linda Boulevard to Lambert Road segment; New Lane Open to Traffic from Orangethorpe Avenue to Yorba Linda Boulevard; Construction Underway from Katella Avenue to Lincoln Avenue; Conceptual Phase Complete on One Segment from Lambert Road to Tonner Canyon Road

Summary: The SR-57 northbound (NB) widening project will increase capacity and improve operations by adding a new, eight-mile northbound general purpose lane from Katella Avenue to Lambert Road, as well as make other improvements through the cities of Anaheim, Fullerton, Placentia, and Brea. Additionally, the project will add a truck-climbing lane from Lambert Road to Tonner Canyon Road.

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. 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 limit.

During the quarter for the project's northern most segment between **Yorba Linda Boulevard and Lambert Road**, construction was completed on May 2, 2014. For the central segment between **Orangethorpe Avenue and Yorba Linda Boulevard**, final traffic striping was completed and the new general purpose lane was opened to traffic on April 27, 2014. Project completion on this segment is expected in August 2014. An open to traffic ribbon-cutting event for these two segments was held on May 14, 2014.

Project G continues on the next page...



Continued from the previous page...

Paving operations continue on the project's southern-most segment between **Katella Avenue and Lincoln Avenue**. As part of this effort, crews continued to place base material and concrete between Katella Avenue and Lincoln Avenue in the City of Anaheim. In support of this work, communication and outreach efforts included neighborhood meetings, canvassing and direct mailers. The south segment is approximately 85 percent complete. The project is anticipated to be complete by the end of 2014. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.

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

SR-57 NB (Orangewood Avenue to Katella Avenue)

Status: Final Draft Project Study Report/Project Development Support Document Revised

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 currently under construction between Katella Avenue and Lincoln Avenue. This quarter, OCTA received additional draft PSR-PDS document review comments from Caltrans. Several rounds of revisions have occurred to date. The review process began in late 2013. The revised final draft PSR-PDS will be submitted to Caltrans at the start of the next quarter. Completion of the final PSR-PDS is contingent on Caltrans' review timeframe.

State Route 91 (SR-91) Projects

Project H

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. Excavation work, and the forming and pouring abutments, piers and bents continued throughout the quarter at the six bridges requiring widening. The bridges remain open to traffic. Construction progress is approximately 41 percent complete. This project is anticipated to be complete in the winter of 2015.

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

Measure M2

Progress Report

FREEWAYS



Project I

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

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

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, construction crews relocated utility lines, and demolished the overhang and pier walls on the east side of the Santa Ana River Bridge. Construction progress is approximately 13 percent complete. Construction is slated for completion in early 2016.

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

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

Status: Final Draft Project Study Report/Project Development Support Document Revised

Summary: This project will improve traffic flow and operations along the eastbound SR-91 within the cities of Fullerton and Anaheim. The Project Study Report/Project Development Support (PSR-PDS) considers 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. This quarter, OCTA and Caltrans' staff continued to address their varying perspectives on the proposed scope of alternatives, which has resulted in a continued schedule delay. Several rounds of revisions have occurred to date, as Caltrans' requests have been received by OCTA staff. A revised final draft PSR-PDS will be resubmitted to Caltrans early next quarter. Environmental study work is anticipated to begin in late 2014, and complete in May 2017. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.

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.

Project J continues on the next page...

Measure M2

Progress Report

FREEWAYS



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



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 Engineering Companies (ACEC) lawsuit against Caltrans. The ACEC lawsuit questions the legality of a stipulation in the new state law (AB 401) that requires Caltrans to perform certain construction inspection services on the project. The new state law provides OCTA authority to utilize design-build on this project and that authority could potentially be lost in an adverse court decision. 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.

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

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

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 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 2012 SR-91 Implementation Plan.

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

This quarter, a variety of work along this 13-mile corridor has taken place including initial relocation of utilities and a Burlington Northern Santa Fe (BNSF) rail spur, clearance of properties that were acquired for roadway widening and new ramp configurations, geotechnical drilling and land surveying. The work has required limited street, lane, ramp and connector closures to date. During the next quarter, construction activities will ramp-up to include lane restriping of the SR-91, placement of traffic barriers, grading, and the start of structures, walls and lanes.



Interstate 405 (I-405) Projects

Project K

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

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

Status: Finalizing Environmental Study

Summary: OCTA is preparing an 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. After subsequent OCTA studies were completed on December 9, 2013, the OCTA Board of Directors voted to reaffirm the Boards' original October 22, 2012 decision recommending Alternative 1 as the preferred alternative to Caltrans; Alternative 1 adds one general purpose lane in each direction on I-405 between Euclid Street and I-605. It is anticipated that Caltrans, in the form of the Project Development Team, will make their Preferred Alternative recommendation in late July 2014. Completion of the environmental phase has already been on hold by more than one year. A project update was provided to the OCTA Board of Directors during the quarter on June 23, 2014. Subsequent updates to the Regional Planning & Highways Committee meeting and Board of Directors' meeting are anticipated for late summer. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.

Additional project risks include potential escalation of costs associated with further delay, compression of time available for ROW acquisition, and the potential for future delay related to the American Council of Engineering Companies (ACEC) lawsuit against Caltrans. The ACEC lawsuit questions the legality of a stipulation in the new state law (AB 401) that requires Caltrans to perform certain construction inspection services on the project. AB 401 provides OCTA authority to utilize design-build on this project and that opportunity could potentially be lost in an adverse court decision.



Project L

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

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

Status: Beginning Project Approval/Environmental Document Phase in Late 2014

Summary: This project will add one general purpose lane in each direction of the I-405 corridor from SR-55 to the I-5, and will also improve chokepoints at interchanges and add merging lanes near on/off ramps. The final I-405 Project Study Report/ Project Development Support (PSR-PDS) for Project L was approved by Caltrans last quarter. The included alternatives consider the addition of one or two general purpose lanes between Culver Drive and SR-133, and operational improvements at the I-405 and SR-133 interchange. The next step for this project is to begin the preparation of the Project Report and the environmental review process of the alternatives. Environmental study work is anticipated to begin in late 2014.

Interstate 605 (I-605) Projects

Project M

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

I-605 Interchange Improvements

Status: Project Study Report/Project Development Support Underway

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. This quarter, the Project Study Team developed three conceptual project alternatives to be studied as part of the Project Study Report-Project Development Support (PSR-PDS) document. The draft PSR-PDS document will be completed early next quarter, and will be submitted to Caltrans. Approval of the final PSR-PDS document is anticipated in December 2014.

Measure M2

Progress Report
FREEWAYS



Project N

Freeway Service Patrol

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

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 1,451 motorists, weekend service provided assistance to 738 motorists, and construction service provided assistance to 1,600 motorists. Since inception, FSP has provided a total of 20,146 assists to motorists on the Orange County freeway system.



Project O

Regional Capacity Program

Status: 2014 Call for Projects Underway

Summary: This program, in combination with required local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. The 2014 Regional Capacity Program call for projects concluded on April 14, 2014 with the OCTA Board of Directors' approval of approximately \$35.7 million to fund 17 projects. Work has already begun on the 2015 Call for Projects, which will make another approximately \$35 million in project funding available. OCTA staff worked with the Technical Advisory Committee in June to update the program guidelines. It is anticipated that the Board of Directors will approve the update to the guidelines and authorize the release of the 2015 Call for Projects in August 2014. To date, there have been four rounds of funding. 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

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. On May 23, OCTA staff presented an update of the OC Bridges Railroad Grade Separation Program to the OCTA Board of Directors (Board), including construction updates and recent accomplishments such as the ground-breaking ceremony for two projects (Raymond and State College). As of the end of this quarter, all seven grade separation projects are now either under construction or nearing completion (Kraemer and Placentia).

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

Kraemer Boulevard Grade Separation

Status: Open to Traffic

Summary: The project located at Kraemer Boulevard RR crossing grade separates the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. Work continued on construction of the pump station, retaining walls, drainage facilities, fencing and pavement. Although the grade separation was completed and opened to traffic on June 28, work continued on street lighting, landscaping, fencing and other remaining work on Kraemer Boulevard. Construction progress is approximately 95 percent complete and is expected to be completed by the end of July 2014. A project completion event is scheduled for July 8, 2014.

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

Project O continues on the next page...

Measure M2

Progress Report

STREETS & ROADS



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

Lakeview Avenue Grade Separation

Status: Construction Will Begin Soon

Summary: The project located at Lakeview Avenue RR 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 RR 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. Advanced utility work is underway. The contractor will receive the Notice to Proceed with construction on July 1, 2014. Work is expected to be complete by the end of 2016.

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

Orangethorpe Avenue Grade Separation

Status: Construction Underway

Summary: The project located at Orangethorpe Avenue RR 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. Work continued on utility relocation, clearing and grading, and construction of sewer line, water line and drainage facilities. Construction progress is approximately 20 percent complete and the project is expected to be completed by mid-2016. Advanced utility work is ongoing.

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

Placentia Avenue Grade Separation

Status: Open to Traffic

Summary: The project located at Placentia Avenue RR 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. OCTA is overseeing construction, which continued during the quarter. Although the grade separation was completed and opened to traffic on March 12, 2014, work continued on construction of the pump station, retaining walls, street lighting, sidewalks, landscaping and other remaining work on Placentia Avenue. Construction progress is approximately 95 percent complete and is expected to be completed by the beginning of next quarter.



Continued from the previous page...

Raymond Avenue Grade Separation

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

Status: Construction Began

Summary: The project located at Raymond Avenue Railroad (RR) 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 will manage the construction and OCTA will provide construction oversight and right-of-way support. On June 2, 2014 the contractor received the Notice to Proceed with construction. Advanced utility work is ongoing. Work is anticipated to be complete by the end of 2017.

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

State College Boulevard Grade Separation

Status: Construction Began

Summary: The project located at State College Boulevard RR 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 will oversee the construction and OCTA will provide construction oversight and ROW support. On June 4, 2014 the contractor received the Notice to Proceed with construction. Advanced utility work is ongoing. Work is anticipated to be complete by late 2017.

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

Tustin Avenue/ Rose Drive Grade Separation

Status: Construction Underway

Summary: The project located at Tustin Avenue/Rose Drive RR 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. The main elements of work included utility relocation, utility reconstruction, grading, retaining walls, sound walls, signalization, drainage facilities and temporary bridge. Construction progress is approximately 30 percent complete and is expected to be completed by the end of 2015.



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 750 miles of roadway and 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 1,074 intersections along 269 miles of streets. There have been four rounds of funding to date, providing a total of 65 projects with more than \$40 million in funding awarded by the OCTA Board since 2011.

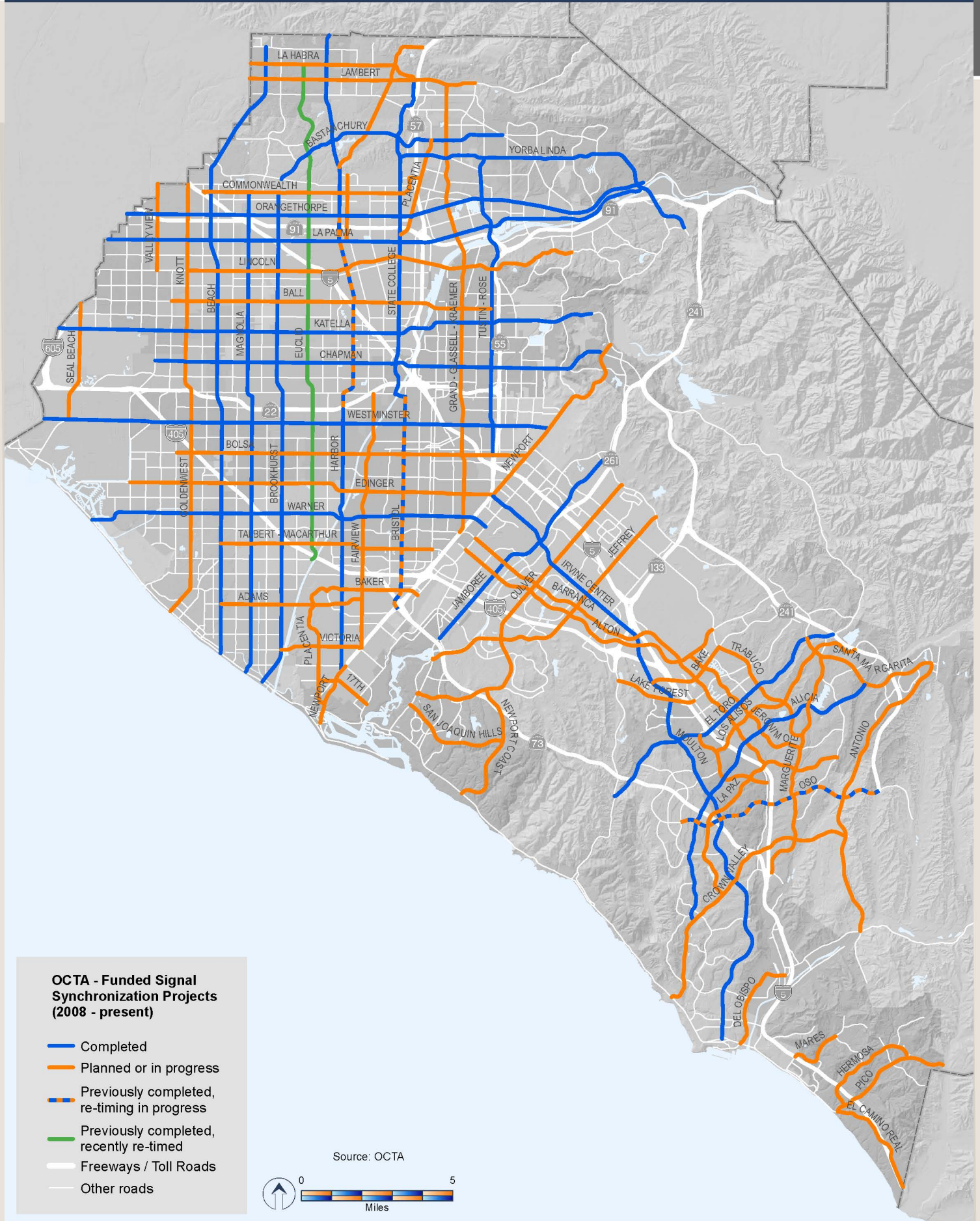
Sixteen fiscal year (FY) 2010-11 Regional Traffic Signal Synchronization Program (RTSSP) projects are all underway. All sixteen projects will implement new signal timing and signal system improvements by December 2014. When completed, these projects will synchronize 550 intersections on 151 miles of roadways.

Twenty-three FY 2011-12 RTSSP projects are underway with implementation of signal timing and signal system improvements having begun. All twenty-three projects are in progress with implementation of signal timing and signal system improvements to be completed in December 2015. When completed, these projects will synchronize an additional 522 intersections on 136 miles of roadways.

Thirteen FY 2012-13 RTSSP projects have been allocated funds. A fourteenth project was removed from consideration by the local agency, the City of Santa Ana. 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 anticipated to be completed in December 2016. When completed, these projects will synchronize an additional 366 intersections on 101 miles of roadways.

For FY 2013-14, the Board of Directors has allocated \$8.4 million for 10 projects, two of which will be led by OCTA staff. Funding approval was provided by the Board on April 14, 2014.

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



Measure M2

Progress Report
STREETS & ROADS



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 \$135 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See page 41 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.

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

Metrolink Service Expansion Program

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. OCTA heavily marketed and discounted fares on these trains to promote ridership. Despite these efforts, ridership on the intra-county MSEP trains has remained lower than desired. As a result, OCTA eliminated the heavily discounted OC Link day pass on July 2, 2013. 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, 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 agreed to a October 2014 schedule change, pending approval of a Memorandum of Understanding with BNSF Railway, which is necessary to operate the trains. The schedule change would end four mid-day trips between Fullerton and Laguna Niguel/Mission Viejo and deploy one mid-day

Project R continues on the next page...

Measure M2

Progress Report

TRANSIT



Continued from the previous page...

roundtrip between Laguna Niguel/Mission Viejo and Los Angeles.

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, 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.

Sand Canyon Grade Separation

Status: Construction Underway

Summary: The project, located at Sand Canyon Avenue railroad crossing, grade separates the local street from railroad tracks in the city of Irvine by constructing an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. Work continued on construction of the pump station, retaining walls, storm drains, water line and sewer, export of dirt removal, pavement and signalization. The southbound lanes were opened to traffic on June 12, 2014 and the northbound lanes are anticipated to be opened to traffic on July 14, 2014. Construction is approximately 85 percent complete and is expected to be completed by late October 2014. A project completion event is scheduled for August 11, 2014.

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



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 and a rubber tire transit program.

Anaheim Rapid Connection (ARC) Project

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

Status: Environmental Study Underway

Summary: The Anaheim Rapid Connection project 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. This quarter, OCTA staff continued to work closely with the ARC project team on the development of the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR). Consistent with Board's direction on June 4, 2014, OCTA staff hosted a joint coordination meeting between the cities of Anaheim and Santa Ana to discuss the basis of design for the two streetcar projects, and identified specific areas where compatibility between the two projects should be carefully considered. The City of Anaheim advised OCTA that the project team is evaluating an alignment option that would operate along Disney Way in response to inquiry from the city council and members of the public. Next quarter, OCTA staff anticipates receiving information on how this additional option impacts the project schedule. At the May 23, 2014 Board meeting, OCTA staff provided a project update and indicated that project implementation and funding would be addressed in 2015. Completion of the environmental phase is anticipated for 2015.

Santa Ana-Garden Grove Fixed Guideway Project

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

Status: Environmental Study Completed and Released

Summary: The Santa Ana-Garden Grove Fixed Guideway Project 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. OCTA staff provided an overview of policy decisions for the Santa Ana/Garden Grove Fixed-Guideway Project (M2 Project S) to the Board on May 23, 2014. The Board subsequently directed staff to develop a proposed project implementation plan for the project, with OCTA serving as the lead agency, and develop a financial plan to fund capital, operations, and maintenance requirements. Staff will present the proposed plans for Board consideration in August 2014. Also in May 2014, the environmental assessment/draft environmental impact report (EA/DEIR) was completed and, with approval from the Federal Transit Administration, the City of Santa Ana released the EA/DEIR for public comment. During the next quarter, the City of Santa Ana will respond to comments to support the development of the final environmental assessment/draft environmental impact report. The City of Garden Grove anticipates taking the locally preferred alternative (LPA) to its August 2014 council meeting. Following council action, the LPA adoption and draft environmental analysis will be brought before the OCTA Board in September.

Project S continues on the next page...

Measure M2

Progress Report

TRANSIT



Three public meetings were held in June to discuss the EA/EIR and obtain comments. In total, there were approximately 75 members of the public who attended the meetings and provided comments. Some of the topics raised at the public meetings included the preference of the 4th Street versus 5th Street Alternatives, parking impacts, safety issues, and construction impacts on local businesses. During the next quarter, the City of Santa Ana will respond to comments to support the development of the Final EA/EIR. The City anticipates taking the Locally Preferred Alternative (LPA) report to their council in August. Following council action, the LPA adoption and draft environmental analysis will be brought before the Board in September.

Contact: Roger Lopez, Planning
(714) 560-5915

Bus and Station Van Extension Projects

Status: Service Ongoing for Oakley Vanpool, and Anaheim Canyon Connection; Service Began for Panasonic Vanpool

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, one round of funding has occurred, with the Board approving over \$9.8 million of funding. Four projects were approved for funding by the OCTA Board of Directors on July 23, 2012, and three of those have progressed to the point of service implementation. The vanpool connections from the Irvine Metrolink Station to the Oakley and Panasonic employment centers to the City of Lake Forest and the Anaheim Canyon Metrolink Station Bus Connection (Route 20 in the City of Anaheim) will begin service next quarter. The service associated with Invensys Incorporated, through the City of Lake Forest, has been cancelled at the request of the participant, and the funds have been returned to the program for use in future calls for projects.

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: Construction Underway

Summary: This project will construct the Anaheim Regional Transportation Intermodal Center (ARTIC), which will connect freeways, major arterials, bus routes and rail systems. ARTIC will also accommodate future high-speed trains. The City of Anaheim is the lead agency and continues moving forward with construction of ARTIC. This quarter, terminal building construction progressed with installation of the ETFE roof system and wall enclosures at the north and south end of the arch structure, along with exterior metal framing and sheathing. Finish work continues inside the terminal building with the placement of hydronic piping and topping slabs and concrete stairs, mechanical, drywall, fire alarm wiring, glazing and lighting fixtures.

Elevator framing and erection are underway, and the finished concrete slab and roof were placed on the concourse bridge. Site work continued adjacent to the terminal building with installation of bus stop canopies and bus drive curb placement. Parking Lot B photovoltaic system installation is underway. In the rail corridor, platform concrete placement is nearing completion. The project is approximately 80 percent complete by time. Substantial project completion remains on schedule for November 2014.



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 \$22 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 772,300 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$379,500 in SMP funding was paid out to 30 participating cities during the month of May*. With 30 cities in the county, nearly all cities are expected to participate in the Senior Mobility Program within the next year.

The M2 Project U policy guidelines authorize the use of Transportation Development Act (TDA) Article 4.5 funds as a supplement to M2 funds for up to three years. TDA funding is provided to cities that realized a reduction in their SMP funding when transitioning to the M2-funded program in 2011. During the quarter at the April 28, 2014 OCTA Board meeting, staff requested an extension of the TDA supplement for an additional two years through Fiscal Year (FY) 2015-16. The Board approved the extension through FY 2015-16 for cities whose annual M2 funding allocation is less than the funding they received in FY 2010-11.

**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.*

Senior Non-emergency Medical Transportation Program (SNEMT)

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

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 172,900 SNEMT boardings were provided. This quarter, more than \$402,400 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the month of May*.

**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.*

Measure M2

Progress Report

TRANSIT



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

Fare Stabilization Program

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 \$947,700 in revenue was utilized this quarter to support the Fare Stabilization Program. Since inception of this program, and including this quarter, over 40 million program-related boardings were recorded on fixed route and ACCESS services*. The amount of funding utilized each quarter varies based on ridership. It is anticipated that all of the funding allocated this quarter will be utilized to stabilize fares for the fourth quarter.

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 with a plan to address the shortfall as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016.

**The last edition of this report (M2 Progress Report, Third Quarter, FY2013-14) incorrectly reported total program-related boarding counts (approximately 11 million) for the Fare Stabilization Program since inception. The correct total is over 40 million.*

Project V

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

Community Based Transit/ Circulators

Status: Service Ongoing in the City of Lake Forest; Executing Agreement Documents for the Other Participating Cities

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 will be 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. Service is currently operating in the City of Lake Forest, with all other participating cities anticipating service to be in place by the end of 2014. OCTA is currently procuring buses for the service to be implemented in the City of La Habra; service is expected to begin in early August. Cooperative agreements are currently being finalized between OCTA and the respective cities. The next Project V Call for Projects is anticipated to be held in 2016.

Measure M2

Progress Report

TRANSIT



Project W

Safe Transit Stops

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

Status: Needs Assessment to Begin Soon

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. The OCTA Board of Directors approved the Project W framework at their March 10, 2014 meeting as presented by the OCTA staff. The proposed framework provides up to \$950,000 for city-initiated improvements, and \$240,000 for OCTA-initiated improvements in fiscal year 2014-15. OCTA staff worked with Local Agencies to develop a needs assessment and applications to request funding for Safe Transit Stops. Seven out of fifteen eligible cities applied for funding. OCTA received 51 applications for a total amount of \$1,205,666. OCTA staff will provide recommendations for funding to the OCTA Board of Directors at the July 14, 2014 meeting.



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 three rounds of funding under the Tier 1 grants program. A total of 86 projects in the amount of \$8.46 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, 31 of the 34 Orange County cities plus the County of Orange have received funding under this program.

The FY 2014-15 Tier 1 Call for Projects concluded on May 16, 2014. OCTA received 22 Tier 1 application submittals. Funding recommendations in the amount of approximately \$2.8 million for the fourth Tier 1 Call for Projects are anticipated for Board approval in late summer 2014. Funding recommendations for the second Tier 2 Call for Projects were approved by the Board on April 14, 2014 in the amount of \$15.2 million. With approximately \$10 million in Tier 2 funding remaining, staff is working with the M2 Allocation Committee to recommend the appropriate timing of a third Tier 2 Call for Projects.

*The Board recently approved new members for the 14-member Environmental Cleanup Allocation Committee, which makes recommendations on the allocation of revenues for transportation-related water quality programs. Existing members of the Committee have chosen to serve for an additional three years.



Part of Projects A-M

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

Freeway Mitigation Program

Status: Executing Agreement Documents

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.

Freeway Mitigation

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 both approved for public release by the Board in January 2014. These documents are anticipated to be released to the public in late summer 2014. The public will have an opportunity to provide input on the NCCP/HCP and EIR/EIS during a 90 day comment period. Following the public comment period, any comments received will be incorporated into the final NCCP/HCP and EIR/EIS. The final NCCP/HCP is anticipated to be brought to the Board for adoption in late 2015 or early 2016. Once the NCCP/HCP is released, staff will initiate the release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP. These RMP's will determine the appropriate management (consistent with the NCCP/HCP) needs of each of the acquired properties. 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 Environmental Oversight Committee* (EOC) and the Finance and Administration Committee. Staff is currently working with an EOC ad-hoc committee to coordinate and complete this task. Staff will be bringing a set of financial recommendations for the endowment framework to meet the obligations of the NCCP/HCP Preserves to the EOC for endorsement in July 2014. If the recommendations are endorsed by the EOC, OCTA staff will bring the same set of recommendations to the Finance and Administration Committee for endorsement and then to the Board for approval.

Parts of Project A-M continues on the next page...

Measure M2

Progress Report

ENVIRONMENTAL



Continued from previous page...

On June 9, 2014 the Board authorized OCTA staff to enter into a new interim management agreement for the Hayashi Preserve with the California Department of Parks and Recreation (State Parks). State Parks has been acting as the interim land manager for the Hayashi property (located adjacent to Chino Hills State Park) since 2011. They have carried out essential management activities on behalf of OCTA such as biological monitoring, patrol, land surveys and the installation of strategic fencing and gates in order to ensure that the Preserve is protected.

A status update was provided to the Board on the Mitigation Program on June 9, 2014. This report entailed upcoming activities and next steps such as the completion and public release of the NCCP/HCP, DEIR/EIS, and the RMPs. Other milestones include activities related to property acquisition/restoration efforts, establishing endowment parameters for land management, and determining future funding priorities.

OCTA staff held a Wilderness Preserve equestrian tour and a Wilderness Preserve hike at the Ferber Preserve. On May 31, the public was invited to bring their horses and enjoy the Ferber Preserve while riding on the main access roads. This gave the local community an opportunity to enjoy the Preserve. In addition, staff invited the public and led a Preserve hike on Ferber the morning of June 7, 2014. Staff was available for questions and enjoyed interacting with the community on both of these events. An additional public hike is planned for August 9, 2014 as well as a public equestrian ride on August 16, 2014.

*The Board recently approved new members for the 12-member Environmental Oversight Committee (EOC), which 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). Existing members of the Committee have chosen to serve for an additional three years.



Program Management Office

Contact: Tami Warren, PMO
(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 key issues and activities within the Measure M programs. In the fourth quarter, the focus of the PMO has been on several key items, including the following.

10-Year Review

Measure M2's Ordinance No. 3 requires that a comprehensive review take place at least every 10 years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the 10-Year Review with participation from each of the Divisions. This quarter, the PMO outlined the objectives and approach for the review, as well as set up a tentative schedule. Via the M2 Committee Meeting, concurrence on the objectives, approach, and schedule was reached. An Internal Task Force (ITF) was also created, which is comprised of Division representatives chosen by Division Executive Directors, to review, conduct research, and provide input into the process, and led by the PMO. ITF members were tasked with various assignments to report back to the group. Next quarter, the ITF will meet to review the programs and discuss any areas in need of adjustments.

M2020 Plan Update

The PMO has begun the process to update the M2020 Plan, which was last updated in September 2013. The M2020 Plan outlines the projects and programs for all modes that can be delivered on an expedited schedule between now and the year 2020, along with anticipated schedules and major milestones. The plan also positions OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed earlier. The objective of the upcoming update is to provide a more current delivery summary relative to current schedule and overall project information. This quarter, the PMO met with various department leads to acquire cash flows for all M2 project and program elements, as defined in the Transportation Investment Plan. Tentatively, the upcoming update will be completed in early 2015.

Measure M1 Closeout

Significant progress has been made to close out M1 contracts before the close of fiscal year 2014-15, but some will remain open beyond the deadline. For example, several projects will still be underway, contract invoicing will very likely continue through 2015, as well as the potential for contractor claims that would prevent timely closeouts. The PMO will continue to take action to closeout remaining M1 contracts in a timely manner. The plan is to close what is needed, and use available remaining balances to advance M2 projects and programs, per the Board's approved plan of March 2011. Further review and summary on the closeout progress will continue to be provided with the Measure M1 quarterly updates.

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Organizational Readiness Assessment

A consultant team was commissioned by OCTA to assess the organizational readiness of OCTA to deliver the Measure M2, specifically the M2020 Plan. The Assessment's recommendations were provided to the Board in December 2013, and PMO led the subsequent effort to address those recommendations, working with all Divisions. The PMO completed the remaining tasks with regards to the Organizational Assessment, including finalizing the final response to the recommendations presented in the Organizational Assessment.

Risk Assessment Study

The PMO is in the process of finalizing a draft study that will look to lessons learned from regional large (\$250 million or larger) freeway projects. The plan is to review large projects outside of OCTA's jurisdiction and provide a risk comparison to the M2 freeway plan. This effort is expected to result in recommendations for M2 risk management based on industry standards. The study will be finalized next quarter.

2014-15 Budget

The PMO met with OCTA's Financial Planning and Analysis (FP&A) group to review the proposed 2014-15 budgets for Measure M1, Measure M2, and CURE to determine if there were any overall concerns. In particular, the PMO looked at new M1 contract requests, considering the intent is to closeout M1 by June 30, 2015.

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 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.

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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.

In FY 2012-13, administrative cost charges totaled \$4.6 million, but with the application of state planning funds, actual charges were \$1.8 million. The 1 percent allowance for FY 2012-13 was roughly \$2.6 million, resulting in an overage of \$800,000 in which OCTA will repay OCUTT, leaving a total amount borrowed of \$4.4 million. Efforts are ongoing to monitor the administrative salaries and benefits impact to the 1 percent cap provision within M2.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. Staff met on July 15, 2014 to review the past quarter's labor reports to ensure costs attributed to the 1 percent cap were accurately reported and were not misplaced project related costs as well as to ensure project costs were applied to the correct projects.

Taxpayer Oversight Committee

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee the implementation of the M2 plan. The members of the TOC are not elected or appointed officials, except the elected Auditor/Controller of Orange County. 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. To date, the TOC has consistently found OCTA in compliance at this annual hearing. During the quarter, the TOC met on April 8, 2014 and received status presentations on the Rail and Facilities Program and on the Santa Ana/ Garden Grove Fixed-Guideway Project.

Measure M2

Progress Report

FINANCE MATTERS



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 \$15.9 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 \$15.9 billion sales tax revenue will run approximately \$8.4 billion (35%) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program varies on a quarterly basis due to actual receipts from the previous quarter. Over the last four quarters, the forecast has ranged between \$15.3 billion and \$15.9 billion. It is anticipated that at that the end of FY 2013-14 sales tax receipts will reach \$283 million, which is equivalent to the FY 2013-14 budget.

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule 1

Schedule of Revenues, Expenditures and Changes in Fund Balance

Draft* as of June 30, 2014

(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended June 30, 2014	Year to Date June 30, 2014 (A)	Period from Inception to June 30, 2014 (B)
Revenues:			
Sales taxes	\$ 68,856	\$ 279,046	\$ 857,274
Other agencies' share of Measure M2 costs:			
Project related	60,328	114,975	271,003
Non-project related	133	133	133
Interest:			
Operating:			
Non-project related	751	3,721	5,248
Bond proceeds	(151)	5,456	21,664
Debt service	1	5	38
Commercial paper	-	-	393
Right-of-way leases	35	236	588
Miscellaneous			
Project related	185	185	198
Non-project related	-	-	7
Total revenues	<u>130,138</u>	<u>403,757</u>	<u>1,156,546</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	739	3,157	8,929
Professional services:			
Project related	5,977	16,532	177,769
Non-project related	794	2,317	10,590
Administration costs:			
Project related	1,753	7,012	26,747
Non-project related :			
Salaries and Benefits	454	1,817	11,954
Other	2,421	5,682	19,492
Other:			
Project related	96	230	951
Non-project related	45	65	3,565
Payments to local agencies:			
Project related	42,260	140,471	366,748
Capital outlay:			
Project related	35,157	112,621	343,319
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	6,600	13,010
Interest on long-term debt and commercial paper	14	22,263	71,970
Total expenditures	<u>89,710</u>	<u>318,767</u>	<u>1,055,075</u>
Excess (deficiency) of revenues over (under) expenditures	<u>40,428</u>	<u>84,990</u>	<u>101,471</u>
Other financing sources (uses):			
Transfers out:			
Project related	(908)	(2,798)	(8,678)
Transfers in:			
Project related	8,229	9,555	41,478
Non-project related	(5,230)	11,194	11,194
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>2,091</u>	<u>17,951</u>	<u>402,587</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 42,519</u>	<u>\$ 102,941</u>	<u>\$ 504,058</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule 2

Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)

Draft* as of June 30, 2014

(Unaudited)

(\$ in thousands)	Quarter Ended June 30, 2014 (actual)	Year Ended June 30, 2014 (actual)	Inception through June 30, 2014 (actual)	Period from July 1, 2014 through March 31, 2014 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Tax revenues:					
Sales taxes	\$ 68,856	\$ 279,046	\$ 857,274	\$ 15,069,954	\$ 15,927,228
Operating interest	751	3,721	5,248	894,046	899,294
Subtotal	<u>69,607</u>	<u>282,767</u>	<u>862,522</u>	<u>15,964,000</u>	<u>16,826,522</u>
Other agencies share of M2 costs	133	133	133	-	133
Miscellaneous	185	185	198	-	198
Total tax revenues	<u>69,925</u>	<u>283,085</u>	<u>862,853</u>	<u>15,964,000</u>	<u>16,826,853</u>
Administrative expenditures:					
SBOE fees	739	3,157	8,929	226,140	235,069
Professional services	700	2,004	7,028	119,034	126,062
Administration costs :					
Salaries and Benefits	454	1,817	11,954	57,927	69,881
Other	2,421	5,682	19,492	85,991	105,483
Other	45	65	3,565	31,642	35,207
Capital outlay	-	-	31	-	31
Environmental cleanup	948	2,236	6,179	319,280	325,459
Total expenditures	<u>5,307</u>	<u>14,961</u>	<u>57,178</u>	<u>840,014</u>	<u>897,192</u>
Net tax revenues	<u>\$ 64,618</u>	<u>\$ 268,124</u>	<u>\$ 805,675</u>	<u>\$ 15,123,986</u>	<u>\$ 15,929,661</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	(151)	5,456	21,664	25,760	47,424
Interest revenue from debt service funds	1	5	38	55	93
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>(150)</u>	<u>5,461</u>	<u>380,688</u>	<u>1,475,815</u>	<u>1,856,503</u>
Financing expenditures and uses:					
Professional services	94	313	3,562	12,340	15,902
Bond debt principal	-	6,600	13,010	1,789,560	1,802,570
Bond debt and other interest expense	14	22,263	71,970	1,439,032	1,511,002
Other	-	-	-	-	-
Total financing expenditures and uses	<u>108</u>	<u>29,176</u>	<u>88,542</u>	<u>3,240,932</u>	<u>3,329,474</u>
Net bond revenues (debt service)	<u>\$ (258)</u>	<u>\$ (23,715)</u>	<u>\$ 292,146</u>	<u>\$ (1,765,117)</u>	<u>\$ (1,472,971)</u>

*Note: The final report for fiscal year 2014 will be available in December 2014.

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Revenues and Expenditures Summary

Draft* as of June 30, 2014
(Unaudited)

Schedule 3

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	M2 Project Budget	Variance Total Net Tax Revenues to M2 Project Budget	Expenditures through June 30, 2014	Reimbursements through June 30, 2014	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	
Freeways (43% of Net Tax Revenues)									
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 31,756	\$ 627,870	\$ 627,086	\$ 784	\$ 1,814	\$ -	\$ 1,814	0.3%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	80,079	1,583,300	1,362,705	220,595	40,384	10,173	30,211	2.2%
E	SR-22 Garden Grove Freeway Access Improvements	8,108	160,307	160,306	1	5	-	5	0.0%
F	SR-55 Costa Mesa Freeway Improvements	24,729	488,937	486,529	2,408	6,296	13	6,283	1.3%
G	SR-57 Orange Freeway Improvements	17,479	345,595	325,187	20,408	40,096	9,858	30,238	9.3%
H,I,J	SR-91 Riverside Freeway Improvements	61,397	1,213,926	1,204,348	9,578	29,315	6,243	23,072	1.9%
K,L	I-405 San Diego Freeway Improvements	94,085	1,860,230	957,663	902,567	20,577	925	19,652	2.1%
M	I-605 Freeway Access Improvements	1,351	26,718	26,718	-	303	-	303	1.1%
N	All Freeway Service Patrol	10,135	200,384	200,384	-	50	-	50	0.0%
	Freeway Mitigation	17,322	342,488	320,145	22,343	37,579	1,429	36,150	11.3%
	Subtotal Projects	346,441	6,849,755	5,671,071	1,178,684	176,419	28,641	147,778	
	Net (Bond Revenue)/Debt Service	-	-	1,178,684	(1,178,684)	21,060	-	21,060	
	Total Freeways	\$ 346,441	\$ 6,849,755	\$ 6,849,755	\$ -	\$ 197,479	\$ 28,641	\$ 168,838	25.6%
Street and Roads Projects (32% of Net Tax Revenues)									
O	Regional Capacity Program	\$ 80,568	\$ 1,592,986	\$ 1,491,261	\$ 101,725	\$ 367,969	\$ 172,281	\$ 195,688	13.1%
P	Regional Traffic Signal Synchronization Program	32,226	637,166	636,930	236	8,777	1,012	7,765	1.2%
Q	Local Fair Share Program	145,022	2,867,339	2,867,339	-	135,909	-	135,909	4.7%
	Subtotal Projects	257,816	5,097,491	4,995,530	101,961	512,655	173,293	339,362	
	Net (Bond Revenue)/Debt Service	-	-	101,961	(101,961)	25,294	-	25,294	
	Total Street and Roads Projects	\$ 257,816	\$ 5,097,491	\$ 5,097,491	\$ -	\$ 537,949	\$ 173,293	\$ 364,656	55.4%
Measure M2 Program									
		\$ 805,675	\$ 15,929,661	\$ 15,929,661	\$ -	\$ 971,444	\$ 313,090	\$ 658,354	
Environmental Cleanup (2% of Revenues)									
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 17,250	\$ 336,530	\$ 336,530	\$ -	\$ 6,179	\$ 177	\$ 6,002	1.8%
	Net (Bond Revenue)/Debt Service	-	-	106	(106)	26	-	26	
	Total Environmental Cleanup	\$ 17,250	\$ 336,530	\$ 336,636	\$ (106)	\$ 6,205	\$ 177	\$ 6,028	0.7%
Taxpayer Safeguards and Audits									
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 12,859	\$ 238,908	\$ 238,908	\$ -	\$ 8,929	\$ -	\$ 8,929	3.7%
									1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 8,625	\$ 168,265	\$ 168,265	\$ -	\$ 11,954	\$ 3,329	\$ 8,625	5.1%
									1.0%

*Note: The final report for fiscal year 2014 will be available in December 2014.

Measure M2

Progress Report

LOCAL FAIR SHARE



ENTITY	FY 2013-2014 FOURTH QUARTER M2 FUNDS	M2 FUNDS TO DATE
Aliso Viejo	191,931.82	\$1,694,947.52
Anaheim	1,655,227.52	\$14,599,741.45
Brea	295,975.06	\$2,497,404.93
Buena Park	458,498.65	\$3,979,503.00
Costa Mesa	696,111.84	\$6,139,761.12
Cypress	258,938.43	\$2,333,033.26
Dana Point	166,663.18	\$1,417,376.28
Fountain Valley	302,630.07	\$2,702,926.26
Fullerton	631,280.89	\$5,587,195.47
Garden Grove	727,356.50	\$6,425,220.96
Huntington Beach	978,577.78	\$8,363,827.53
Irvine	1,251,236.41	\$10,964,796.21
Laguna Beach	122,647.78	\$1,087,154.88
Laguna Hills	165,029.02	\$1,468,577.53
Laguna Niguel	324,108.28	\$2,899,654.60
Laguna Woods	62,149.61	\$558,499.33
La Habra	267,420.46	\$2,300,540.48
Lake Forest	375,998.50	\$3,349,213.14

Measure M2

Progress Report

LOCAL FAIRSAHRE



ENTITY

FY 2013-2014 FOURTH QUARTER M2 FUNDS

M2 FUNDS TO DATE

La Palma	92,595.38	\$789,989.52
Los Alamitos	62,198.80	\$554,630.45
Mission Viejo	453,689.54	\$4,042,634.39
Newport Beach	543,170.74	\$4,709,671.04
Orange	791,073.59	\$7,008,699.70
Placentia	230,198.06	\$2,031,392.12
Rancho Santa Margarita	206,597.88	\$1,826,492.08
San Clemente	268,485.80	\$2,386,755.14
San Juan Capistrano	190,180.42	\$1,631,100.20
Santa Ana	1,336,466.48	\$11,889,155.62
Seal Beach	133,600.46	\$1,138,912.02
Stanton	152,346.33	\$1,303,848.12
Tustin	430,381.00	\$3,771,841.74
Villa Park	25,103.50	\$223,415.35
Westminster	416,872.21	\$3,674,327.32
Yorba Linda	293,251.51	\$2,569,584.37
County Unincorporated	908,619.95	\$7,749,410.96
Total M2 Funds	\$15,466,613.45	\$135,671,234.13

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	Feb-18
Project C	\$110.7	Jun-09	Oct-11	Oct-13	Dec-17
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.8	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$60.3	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	\$81.7	Sep-05	Jun-09	Dec-11	Sep-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	Jul-15	Mar-17
I-5, SR-73 to Oso Parkway	\$152.3	Sep-11	Jun-14	TBD	TBD
Project C & D	\$152.3	Oct-11	May-14	Nov-17	May-22
I-5, Oso Parkway to Alicia Parkway	\$195.1	Sep-11	Jun-14	TBD	TBD
Project C & D	\$195.1	Oct-11	May-14	Jul-17	May-22
I-5, Alicia Parkway to El Toro Road	\$134.2	Sep-11	Jun-14	TBD	TBD
Project C	\$134.2	Oct-11	May-14	Jan-18	May-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Oct-15	Oct-18	TBD	TBD
I-5, I-405 to SR-55	TBD	Sep-13	Jun-16	TBD	TBD
Project B	TBD	May-14	Jan-17	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$42.3	Jun-11	Mar-15	Jan-17	Nov-19

Measure M2

Progress Report

CAPITAL ACTION PLAN



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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	Jan-15	Oct-18	Aug-22
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Dec-15	Jun-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Dec-15	Dec-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	Jan-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	Mar-14
Project G	\$56.3	Aug-05	Dec-07	Jul-09	Aug-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$55.8	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	Aug-15	Sep-16
SR-57 (NB), Lambert Road 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	\$64.2	Jul-07	Jun-10	Apr-12	Apr-16
SR-91, SR-57 to SR-55	TBD	Feb-14	Sep-16	TBD	TBD
Project I	TBD	Oct-14	Jun-17	TBD	TBD

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 (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	\$80.9	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	Dec-14
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	TBD	TBD	TBD	TBD
Project L	TBD	Nov-14	Jun-17	TBD	TBD
I-405 Southbound, SR-133 to University Drive	TBD	TBD	TBD	TBD	TBD
Project L	\$16.4	Mar-15	Feb-16	Feb-18	Dec-19
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,254.5	Mar-09	May-15	Jan-15	Oct-20
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Feb-16	Jan-18	TBD	TBD
GRADE SEPARATION PROJECTS					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$62.4	N/A	Sep-03	Jul-10	Oct-14
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$117.2	Feb-09	Nov-09	Dec-12	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$86.5	Dec-08	Apr-11	Feb-13	May-18



Measure M2

Progress Report

CAPITAL ACTION PLAN



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Capital Projects	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$65.7	Jan-01	May-01	Jun-10	Aug-14
Kraemer Boulevard Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.7	Jan-01	Sep-09	Jul-10	Aug-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$110.5	Jan-01	Sep-09	Oct-11	Sep-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$94.3	Jan-01	Sep-09	Jul-11	May-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$96.5	Jan-01	Sep-09	Jan-13	Mar-17
17th Street Railroad Grade Separation	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Aug-14	Apr-17	TBD	TBD
RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	\$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
	\$25.3	Aug-11	Mar-14	Oct-15	Apr-18
Anaheim Rapid Connection	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	Jan-09	Jul-15	TBD	TBD

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
Santa Ana/Garden Grove Fixed-Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	TBD	Aug-09	Oct-14	May-17	Dec-19
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
	TBD	Jan-03	May-07	Feb-11	TBD
Orange Metrolink Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
	\$18.6	Dec-09	Dec-14	Jun-15	Feb-17
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
	\$4.1	Jul-07	Dec-07	Aug-12	Oct-13
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	\$3.1	Jul-13	Jan-14	Aug-14	Feb-16
	\$3.1	Jul-13	Feb-14	Jan-15	Jul-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	Nov-14

LOS ANGELES

SAN BERNARDINO

ORANGE COUNTY

California

RIVERSIDE

SAN DIEGO

