



**November 24, 2014**

**To:** Members of the Board of Directors

**From:** Darrell Johnson, Chief Executive Officer

**Subject:** Measure M2 Progress Report for the Period of July 2014 Through September 2014

**Overview**

Staff has prepared a Measure M2 progress report for the period of July 2014 through September 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 a governing ordinance which defines all the requirements for implementing the Plan. The ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring OCTA's contract with the voters is followed.

The Measure M2 (M2) 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 July 1, 2014 through September 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 September 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. Additionally, Attachment A includes a summary of M2 Program Management Office (PMO) activities that have taken place during the quarter. One area of activity is highlighted below.

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the Ten-Year Review, with participation from each of the divisions. Following the precedent set with the triennial performance reviews, the ten-year period is assumed to have begun on November 8, 2006 (effective date of Ordinance No.3), and would conclude on November 7, 2016. With the recent completion of the 2014 update of Orange County's Long-Range Transportation Plan (LRTP) and the fact that M2 is the cornerstone of that plan, OCTA staff will capitalize on this effort and use research and outreach performed as part of the LRTP update, as appropriate, to assist with the Ten-Year Review. Additional research and analysis will need to be performed to review all elements as identified in Ordinance No. 3. Overall timeline plans for completion of the review in October 2015. Attachment B provides additional information on the Ten-Year Review schedule, objectives, and approach. Staff will return to the Board in February 2015 with a framework for the delivery of the required Ten-Year Comprehensive Review.

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

- The draft environmental document and draft project report for the Interstate 5 (I-5) project from State Route 55 (SR-55) to

State Route 57 (SR-57) was publically circulated during the quarter. The public comment period ended on September 12, 2014. (M2 Project A)

- Construction on the I-5 project from Avenida Vista Hermosa to Pacific Coast Highway began on September 2, 2014. Also on that same day, the construction contract advertisement for the next segment from Avenida Pico to Avenida Vista Hermosa began. (M2 Project C/D)
- The environmental phase for all three segments of the I-5 project from State Route 73 to El Toro Road was completed during this quarter. (M2 Project C/D)
- On July 25, 2014, California Department of Transportation (Caltrans) chose Alternative 3 as the recommended preferred alternative for the Interstate 405 (I-405) project from SR-55 to Interstate 605 (I-605), to be implemented in a phased approach, which allows OCTA to move forward with the general purpose lane portion of the project between Euclid Street and I-605. (M2 Project K)
- The draft project study report/project development support (PSR/PDS) was completed this quarter for the I-605 improvements project and submitted to Caltrans for review. (M2 Project M)
- Construction activities began on July 1, 2014, for the Lakeview Avenue grade separation. (M2 Project O)
- Following the opening of the westbound lanes the previous quarter, the eastbound lanes for the Sand Canyon grade separation were opened to traffic one month later, on July 14, 2014. A road opening ceremony was held during the quarter, on August 11, 2014. (M2 Project R)
- Construction contract advertisement began at the start of the quarter for the city-led Fullerton Transportation Center elevator upgrade project. (Project R)
- On August 11, 2014, the Board approved staff-proposed financial and implementation plans for the Santa Ana/Garden Grove street car project. The draft environmental document and adoption by the Santa Ana City Council of the Locally Preferred Alternative 1 were approved by the Board on September 22, 2014. (M2 Project S)
- The Anaheim Canyon Metrolink Station bus connection (M2 Project S) and the La Habra Shuttle (M2 Project V) both began service this quarter.

- On July 14, 2014, the Board approved nearly \$1.6 million fiscal year 2014-15 funds for Safe Transit Stops (M2 Project W). On August 11, 2014, the Board approved the release of the 2015 Regional Capacity Program (M2 Project O) call for projects (call), making approximately \$35 million available for this call. Funding recommendations for the fourth Tier 1 call for the Environmental Cleanup Program (M2 Project X), in the amount of \$1.2 million, were approved by the Board on September 22, 2014.
- On October 13, 2014, the OCTA Board approved staff's recommendations for the Freeway Mitigation Program endowment framework to meet the obligations of the Draft Natural Community Conservation Plan/Habitat Conservation Plan. (M2 Projects A-M)

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

- The PSR/PDS for the SR-57 project from Orangewood Avenue to Katella Avenue was approved by Caltrans on October 17, 2014. (M2 Project G)
- The design-build procurement plan for the I-405 project between the I-605 and SR-55 was presented to the Board on October 27, 2014, along with approval to release the design-build request for consultant qualifications. (M2 Project K)
- The call for projects for the Regional Capacity Program and Regional Traffic Signal Synchronization Program closed on October 24, 2014. (M2 Projects O and P)
- On October 27, 2014, the Board approved the initiation of the competitive procurement process to retain project management consultant services for the Santa Ana/Garden Grove street car project. (M2 Project S)
- On October 13, 2014, the Board approved staff's financial recommendations for the Freeway Mitigation Program endowment framework. (M2 Projects A-M)

Overall, the M2 program of projects is moving forward as planned. The one area of particular challenge is freeway projects that are currently moving through the 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 broader state highway system needs and/or requirements. However, these considerations could expand the project's footprint, add costs, and/or have scheduling 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 remain a challenge. Staff continues to work with Caltrans to manage scope, schedule, and funding concerns.

The following represent the most significant M2 Program delivery challenges:

- The environmental phase for the SR-55 project between the I-405 and I-5 remains stalled and has been put on hold. OCTA staff submitted project deliverables as studied under the direction of the project development team. Although Caltrans was part of the study team throughout the study process, at the conclusion, Caltrans requested additional alternatives be studied prior to final review and approval. After discussions with OCTA, Caltrans staff withdrew the request for additional alternatives to be studied, although requests for modifications to OCTA's traffic study assumptions remain. These changes could result in up to a 17-month delay and increase project cost due to the necessity to revise technical studies and escalation. Moving forward, resolution of the traffic study assumptions is critical to the successful delivery of the remaining M2 projects. (M2 Project F)
- For the I-405 between SR-55 and I-605, project risks include potential escalation of costs associated with further delay, compression of time available for right-of-way acquisition, and the potential for future delay related to the American Council of Engineering Companies lawsuit against Caltrans. (M2 Project K)

The PMO, working closely with OCTA's division directors and project managers, will continue to monitor and analyze risks associated with delivering the M2 program of projects and report to the Board as part of these quarterly progress reports.

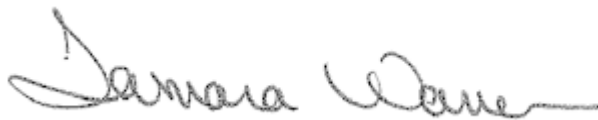
**Summary**

As required by M2 Ordinance No. 3, a quarterly report, covering activities from July 2014 through September 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.

**Attachments**

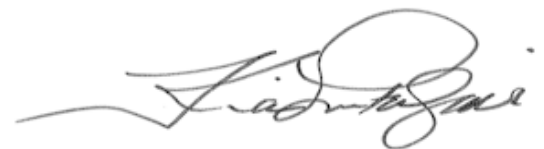
- A. Measure M2 Progress Report – First Quarter of Fiscal Year 2014-15 – July 1, 2014 through September 30, 2014.
- B. Ten-Year Review Summary

**Prepared by:**



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

**Approved by:**



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



# First Quarter Highlights:

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



## Measure M2

### Progress Report

First Quarter of Fiscal Year 2014-15  
July 1, 2014 through September 30, 2014



# Measure M2

## Progress Report



### SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities **from July 1, 2014 through September 30, 2014** is provided to update progress in implementing the M2 Transportation Investment Plan.

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





# Measure M2

## Progress Report



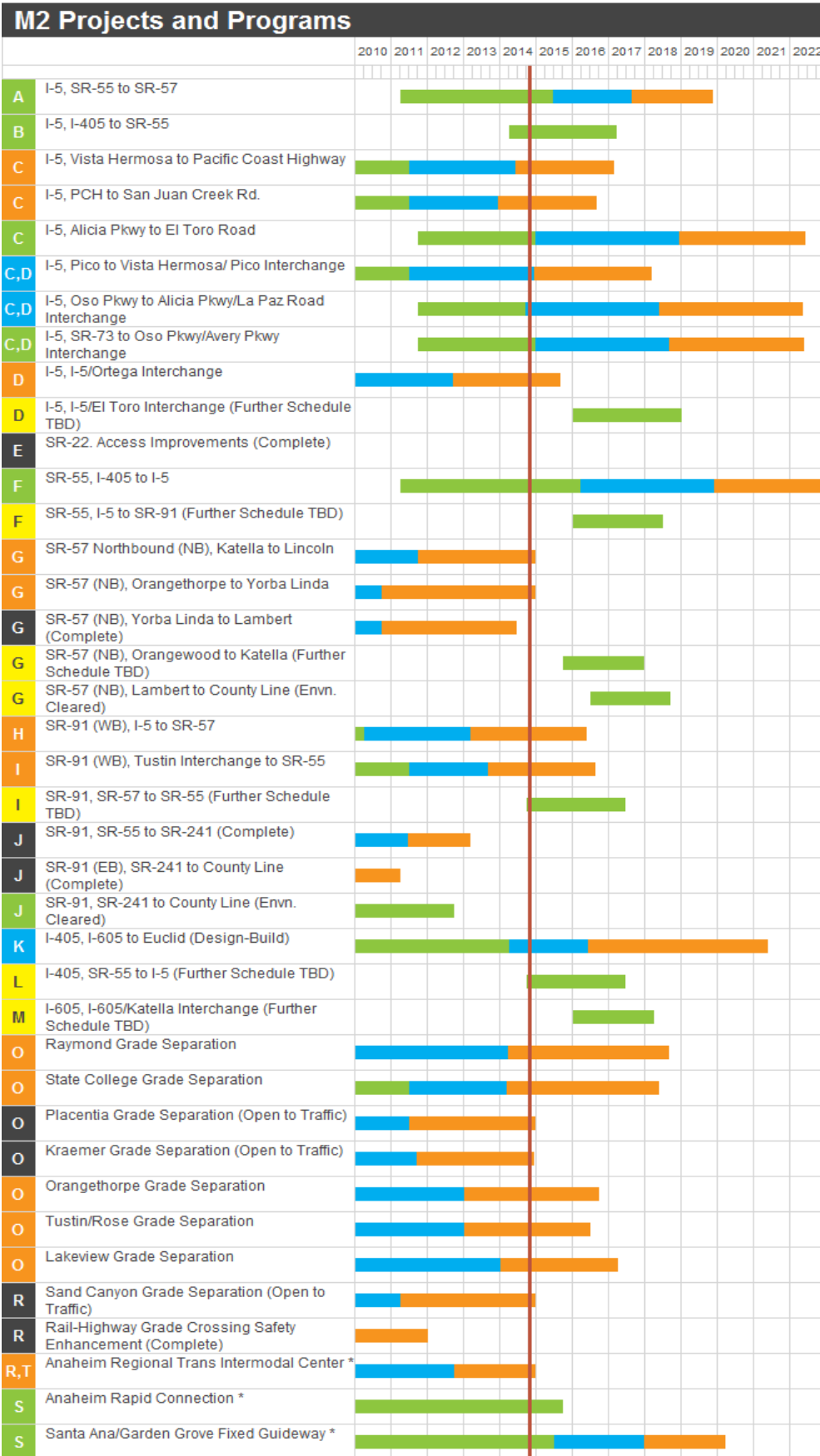
SECTION	PROJECT	PAGE
M2020 Plan Update		1
Freeway Program (Projects A-N)		7
Interstate 5 (I-5) Projects	{A — D}	7
State Route 22 (SR-22) Project	{E}	10
State Route 55 (SR-55) Projects	{F}	11
State Route 57 (SR-57) Projects	{G}	11
State Route 91 (SR-91) Projects	{H — J}	13
Interstate 405 (I-405) Projects	{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

# Measure M2

## Progress Report



### Project Schedules



\* Projects managed by local agencies.

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

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

Shown schedules are subject to change.



## M2020 Plan Update

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

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

### Progress Update

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

### M2020 Plan Objectives

#### 1. Deliver 14 M2 freeway projects.

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 seven projects are currently under construction, with another slated to begin next quarter. The I-5 project between SR-73 and El Toro Road (Project C) will be staged as three project segments going forward; consultant contract procurements for each of these three segments' design phases are underway. The I-405 project between SR-55 and I-605 (Project K) is currently in the final environmental and initial design phases. 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). The I-5 project between I-405 and SR-55 (Project B) is currently in the environmental phase. Two more projects are slated to begin the environmental phase next quarter: 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.

*Continues on the next page...*

*...Continued from previous page*

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

To date, more than \$52 million in projects are complete, and more than \$198 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 \$143 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 1,197 intersections along 306 miles of streets. The signal program will meet the target of synchronizing at least 2,000 signalized intersections by early 2016. There have been four rounds of funding to date, providing a total of 61 projects with more than \$40 million in funding awarded by the Board since 2011.

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

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

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

The Riverside County Transportation Commission, Los Angeles County Metropolitan Transportation Authority and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains. The proposed schedule change would end four mid-day trips between Fullerton and Laguna Niguel/Mission Viejo and deploy one mid-day roundtrip between Laguna Niguel/Mission Viejo and Los Angeles. It is necessary for the proposed schedule change to take place during a regularly planned Metrolink schedule change; the next schedule change is planned for April 2015. The proposed new schedule implementation is dependent on approval of the MOU as well as the timing of the regularly planned Metrolink schedule changes.

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

On August 11, 2014 the Board approved staff proposed financial and implementation plans for the Santa Ana/Garden Grove Street Car Project. The completion of project milestones, including the alternatives analysis, draft environmental document, and approval and adoption by the Santa Ana City Council of the Locally Preferred Alternative was approved by the Board on September 22, 2014. OCTA anticipates that the City of Santa Ana will certify the EIR by December 2014. For the Anaheim Rapid Connection Project, once the City of Anaheim selects the alternatives to carry forward in the environmental document, currently anticipated for December, an updated project schedule, project definition and supporting technical studies will be provided to OCTA for review and comment. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and approximately \$11 million to the City of Santa Ana, totaling approximately \$29 million. This total is in addition to the proposed \$575 million to implement the fixed-guideway projects.

*...Continued from previous page*

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

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC), and substantial project completion remains on schedule for November 2014. The project is approximately 92 percent complete.

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

To date, approximately \$24 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. 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 procured the buses to operate La Habra Shuttle service and service started on August 4, 2014. OCTA staff will work with local agencies to determine the schedule for next call for projects.

**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.**

Staff anticipates the public release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in early 2015. These RMP's will determine the appropriate management (consistent with the NCCP/HCP) needs of each of the acquired properties. The final NCCP/HCP is anticipated to be brought to the Board for adoption in late 2015 or early 2016. The remaining 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 four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of over \$11 million have been awarded by the OCTA Board since 2011.

*Continues on the next page...*



*...Continued from previous page*

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

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





**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
<b>1</b>	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.
<b>2</b>	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 August, 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 Streetcar Project. Staff also presented a cash flow analysis, consistent with OCTA's standard financial planning practices, which demonstrates the project cash flow for both capital and ongoing operations and maintenance has been completed to advance project development. Both the capital and operating estimates will continue to be refined as additional project development and engineering is completed in future phases. Preparation of environmental documentation for the Anaheim Rapid Connection project is underway; ARC project implementation and funding will be addressed in 2015.
<b>3</b>	Exposure to added bond costs due to schedule changes.	Staff developed a Plan of Finance that is in line with current project and program plans to address the optimal finance dates and structure. It was approved by the Board on November 26, 2012.	The adopted Plan of Finance includes a conservative approach with three debt issuance dates to allow for flexibility in how much debt to incur and when. Staff reviewed the M2020 Plan and the adopted Plan of Finance and reaffirmed to the Board on September 9, 2013 that both are still deliverable to date. Staff is currently reviewing the Plan and anticipates providing an update to the Board in March 2015.

# 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 Project F 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 Caltrans 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>



## Interstate 5 (I-5) Projects

### Project A

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

#### 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 draft environmental document and draft project report were approved by Caltrans for public circulation. A public hearing was held on September 2, 2014, and the public comment period ended on September 12, 2014. Completion of the environmental phase is expected in early 2015. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay due to project scoping decisions and consultant production and approval delays.

### Project B

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

#### 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 in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro "Y" and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on the I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchanges. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, some engineering and environmental work was initiated. The draft Project Report and draft Environmental Document are expected to be complete in June 2016, and the final Environmental Document is expected to be complete in April of 2017.



## Project C & Part of Project D

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

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

**Status:** Completed 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, the extension of the second 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 is 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, and segment 3 is from Alicia Parkway to El Toro Road. Though these three segments will be split for the design and construction phases, the environmental phase was completed for all segments under one Environmental Document and Final Report, which were both approved last quarter. The Project Approval and Environmental Document phase is now complete. During the quarter, project activities focused on consultant contract procurements for each of the segments' design phases. Consultants were approved by the OCTA Board of Directors (Board) during the April, June and August regular meetings. The design phase for both segment 1 (SR-73 to Oso Parkway, including the Avery Parkway Interchange) and segment 2 (Oso Parkway to Alicia Parkway, including the La Paz Road Interchange) are scheduled to begin next quarter. The design phase for segment 3 (Alicia Parkway to El Toro Road) is anticipated to begin in January 2015.

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

### I-5 (Avenida Pico to Avenida Vista Hermosa )

**Status:** Began Advertisement for Construction Contract

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Avenida Pico and Avenida Vista Hermosa in the city of San Clemente, and also includes major improvements to the **Avenida Pico Interchange (part of Project D)**. During the quarter, project activities focused on advertising for the construction contract. Advertisement began on September 2, 2014, with the start of construction anticipated to begin in January 2015. The segment is anticipated to be complete in December 2017.

*Continues on the next page...*



# Measure M2

## Progress Report

### FREEWAYS



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

#### I-5 (Avenida Vista Hermosa to PCH)

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

**Status:** Began Construction this Quarter

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Avenida Vista Hermosa and Pacific Coast Highway in the city of San Clemente. The construction contract was awarded last quarter, and construction began on September 2, 2014. Outreach efforts began this quarter with the start of construction. The segment is anticipated to be complete in March 2017.

#### I-5 (PCH to San Juan Creek Road)

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

**Status:** Construction Underway

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began on March 3, 2014. During the quarter, project activities included continued work on the PCH Connector Bridge, Camino Capistrano on-ramp, and the completion of roadway excavation. Outreach efforts continued; on July 17, 2014 the first stakeholder working group meeting was held, and current project information was provided, including anticipated work for the upcoming months. Construction work is 20 percent complete, and is anticipated to be fully 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 draft Project Study Report/Project Development Support (PSR-PDS) document 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. Modified alternatives were presented to Caltrans. Caltrans approved the modified alternatives, with one additional request. OCTA is currently working to address these modifications and anticipates PSR/PDS resubmission to Caltrans during the next quarter. Caltrans staff has committed to providing an expedited review of the updated PSR/PDS.

*Continues on the next page...*



...Project D continued from previous page

## I-5/ Ortega Highway Interchange

**Contact:** Rose Casey, Highway  
(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 closed and demolished the northbound off-ramp for two weeks and reconstructed the new off-ramp, which was reopened to traffic on September 22, 2014. The southbound on-ramp was also closed on September 22, 2014 and is currently being reconstructed; the closure is expected to last two months. Traffic is expected to be shifted to the new south half of the bridge by the end of November 2014. Demolition and reconstruction of the north half of the bridge is expected to begin in mid-December 2014. In anticipation of the series of closures that began this quarter in September 2014, and is anticipated to extend through the end of the year, the outreach team undertook an aggressive communications effort beginning in July 2014. Construction is 60 percent complete, and the project is expected to be complete in September 2015.

## State Route 22 (SR-22) Projects

### Project E

#### SR-22 Access Improvements



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

**Status:** PROJECT COMPLETE

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





## State Route 55 (SR-55) Projects

### Project F

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

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

**Status:** Project Approval/Environmental Document Phase - ON HOLD

**Summary:** This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. This quarter, the Project Study Team completed the draft Project Report and draft Environmental Document for the studied alternatives. The environmental phase for the SR-55 between the I-405 and I-5 has been put on hold. During the quarter, Caltrans refined their request for modified alternatives to be studied. To incorporate the proposed changes, the project is expected to result in a 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:** 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 and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of additional operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. This quarter, OCTA staff submitted a third revision of the draft PSR-PDS to Caltrans after responding to additional comments from Caltrans. It is anticipated that Caltrans will now begin routing the PSR-PDS for signatures. Caltrans began their initial review in February 2014, and the final PSR-PDS was originally expected in August 2014.

## State Route 57 (SR-57) Projects

### Project G

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

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

**Status:** Conceptual Phase Complete

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



*Project G continued from the previous page...*

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



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

**Status:** PROJECT COMPLETE

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

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

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

**Status:** New Lane Open to Traffic

**Summary:** This project will increase capacity and improve operations by widening the northbound SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard with the addition of a new general purpose lane, as well as other improvements. Final traffic striping was completed on this segment and the new general purpose lane was opened to traffic on April 27, 2014. Total project completion on this segment is expected in November 2014.

## SR-57 NB (Katella Avenue and Lincoln Avenue)

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

**Status:** Construction Underway

**Summary:** This project will increase capacity and improve operations by widening the northbound SR-57 between Katella Avenue and Lincoln Avenue with the addition of a new general purpose lane, as well as other improvements in the city of Anaheim. This quarter, paving operations began on the final construction stage of this southern-most segment. Communication and outreach efforts continued. This segment is approximately 90 percent complete and 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; the construction completion date was extended in order to perform additional required project work.

## SR-57 NB (Orangewood Avenue to Katella Avenue)

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

**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, subsequently revised the final draft PSR-PDS, and resubmitted it to Caltrans. Staff anticipates resolution of all final comments and finalization of the document by Caltrans early next quarter.



## 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. This quarter, excavation work, and the forming and pouring abutments, piers and bents continued at the six bridges requiring widening. The bridges remain open to traffic. Construction is approximately 52 percent complete. This project is anticipated to be complete in November 2015.

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

### Project I

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

**Status:** Construction Underway

**Summary:** This project will improve traffic flow at the SR-55/ SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, construction crews excavated and poured retaining walls, drove piles, and poured the piers for the Santa Ana River Bridge widening. Construction is approximately 22 percent complete. The project is anticipated to be complete in early 2017.

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

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

**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 addressed their varying perspectives on the proposed scope of alternatives. Several rounds of revisions have occurred to date, as Caltrans' requests have been received by OCTA staff. This quarter, a revised final draft PSR-PDS was submitted to Caltrans. Staff anticipates resolution of all final comments and expects the document to be signed 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.

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



## Project J

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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

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

**Status:** RCTC's Design-Build Construction Underway

**Summary:** The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On December 11, 2013, the Riverside County Transportation Commission's (RCTC) contractors broke ground on this \$1.3 billion freeway improvement project. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. With RCTC's focus on extending the 91 Express Lanes and adding a general purpose lane east of SR-71, construction of the final additional general purpose lane between SR-241 and SR-71 will take place post-2035. (RCTC is responsible for the lane between Green River and SR-71 while OCTA will be responsible for the lane west of Green River to SR-241.) To maintain synchronization, these general purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR 71. This action is consistent with the 2014 SR-91 Implementation Plan.





## Interstate 405 (I-405) Projects

### Project K

**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 from the I-605 to Euclid Street. The OCTA Board of Directors recommended Alternative 1 as the preferred alternative to Caltrans. Alternative 1 adds one general purpose (GP) lane in each direction on I-405 between Euclid Street and I-605, and is consistent with the Measure M2 commitment. On July 25, 2014, Caltrans chose Alternative 3 as the preferred alternative, to be implemented in a phased approach. Under this phased approach, OCTA would construct one GP lane in each direction from Euclid Street to I-605, consistent with Measure M2, as the first phase of the project. Caltrans intends to pursue funding to implement the second phase, in which Caltrans would construct an additional lane in each direction that would combine with the existing HOV lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. Caltrans currently has not identified funding for its proposed second phase and a schedule for implementation is unknown. On September 22, 2014, the Board reasserted its position and directed staff to proceed with implementing the M2 commitment of adding one additional GP lane in each direction. It is anticipated that the design-build procurement plan will be presented to the Board on October 27, 2014 and the request to release the design-build request for consultant qualifications is anticipated to also be at the October 27, 2014 Board meeting. The request to enter into a design-build cooperative agreement with Caltrans is anticipated to go to the Board on December 8, 2014. 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 Next Quarter

**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 Project Study Report/ Project Development Support (PSR-PDS) was approved by Caltrans in December of 2013. 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. During the quarter, project activities focused on procurement and contract negotiation. The next step for this project is to begin the preparation of the Project Report and the environmental review process of the alternatives. The environmental phase is anticipated to begin in November 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 finalized three conceptual project alternatives to be studied as part of the Project Study Report-Project Development Support (PSR-PDS) document. The draft PSR-PDS was completed this quarter and the draft of the PSR/PDS was submitted to Caltrans for initial review. Approval of the final PSR-PDS document is anticipated in December 2014.





## Project N

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

### Freeway Service Patrol

**Status:** Service Ongoing

**Summary:** M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to quickly clear freeway lanes and minimize congestion. During this quarter, the mid-day service provided assistance to 1,653 motorists, weekend service provided assistance to 913 motorists, and construction service provided assistance to 1,786 motorists. Since inception, FSP has provided a total of 24,498 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. On August 11, 2014, the Board approved the release of the 2015 Call for Projects, making approximately \$35 million available to fund additional road improvements throughout the county. The deadline for funding applications is October 24, 2014. Applications will be reviewed by OCTA and programming recommendations will be brought to the Board in mid-2015. 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. With Board approval anticipated this spring, the fifth round of funding will increase this total award amount.

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

---

### OC Bridges Railroad Program

This program will build seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe Railroad in North County. A status for each of the seven projects follows. As of the end of this quarter, all seven grade separation projects are 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 is now grade separated and open to traffic. The project separated the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, but work continues on landscaping and fencing adjacent to the pump station. An event was held on July 8, 2014 to commemorate the opening. OCTA is overseeing construction, which is expected to be complete in October 2014.

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

*Continues on the next page...*



...Project O continued from previous page

### Lakeview Avenue Grade Separation

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

**Status:** Construction Began this Quarter

**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. Construction activities began on July 1, 2014, which include underground utility and drainage facility work. Construction progress is approximately 10 percent complete and is expected to be complete by the end of 2016.

### Orangethorpe Avenue Grade Separation

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

**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. Construction activities this quarter included pile driving for retaining walls and bridge abutments, as well as continued work on utility relocation, clearing and grading, and the construction of sound blankets. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014. Construction progress is approximately 25 percent complete and the project is expected to be completed by mid-2016.

### Placentia Avenue Grade Separation

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

**Status:** 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 opened to traffic on March 12, 2014, work continued on the pump station and fencing. Construction progress is approximately 97 percent complete and is expected to be completed by the end of October 2014.

Continues on the next page...



*Project O continued from the previous page...*

## Raymond Avenue Grade Separation

**Status:** Construction Underway

**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 is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities began on June 2, 2014, which includes site clearing, Fullerton Creek channel improvements, various street drainage facilities, railroad retaining wall, and advanced utility work. Construction progress is approximately 3 percent complete and is expected to be complete by the beginning of 2018.

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

## State College Boulevard Grade Separation

**Status:** Construction Underway

**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 is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities began on June 4, 2014, which includes site clearing, retaining wall shoring, various street drainage facilities, railroad retaining wall, and advanced utility work. Construction progress is approximately 15 percent complete and is expected 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 and included completion of the bypass road, continued work on paving and grading, the construction of retaining walls, placement of traffic signals, and work on drainage facilities. Construction progress is approximately 33 percent complete and is expected to be completed by early 2016.

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



## 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 1,197 intersections along 306 miles of streets. There have been four rounds of funding to date, providing a total of 61 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 in progress. All sixteen projects will implement new signal timing and signal system improvements by December 2014. When operational, these projects will synchronize 550 intersections on 151 miles of roadways.

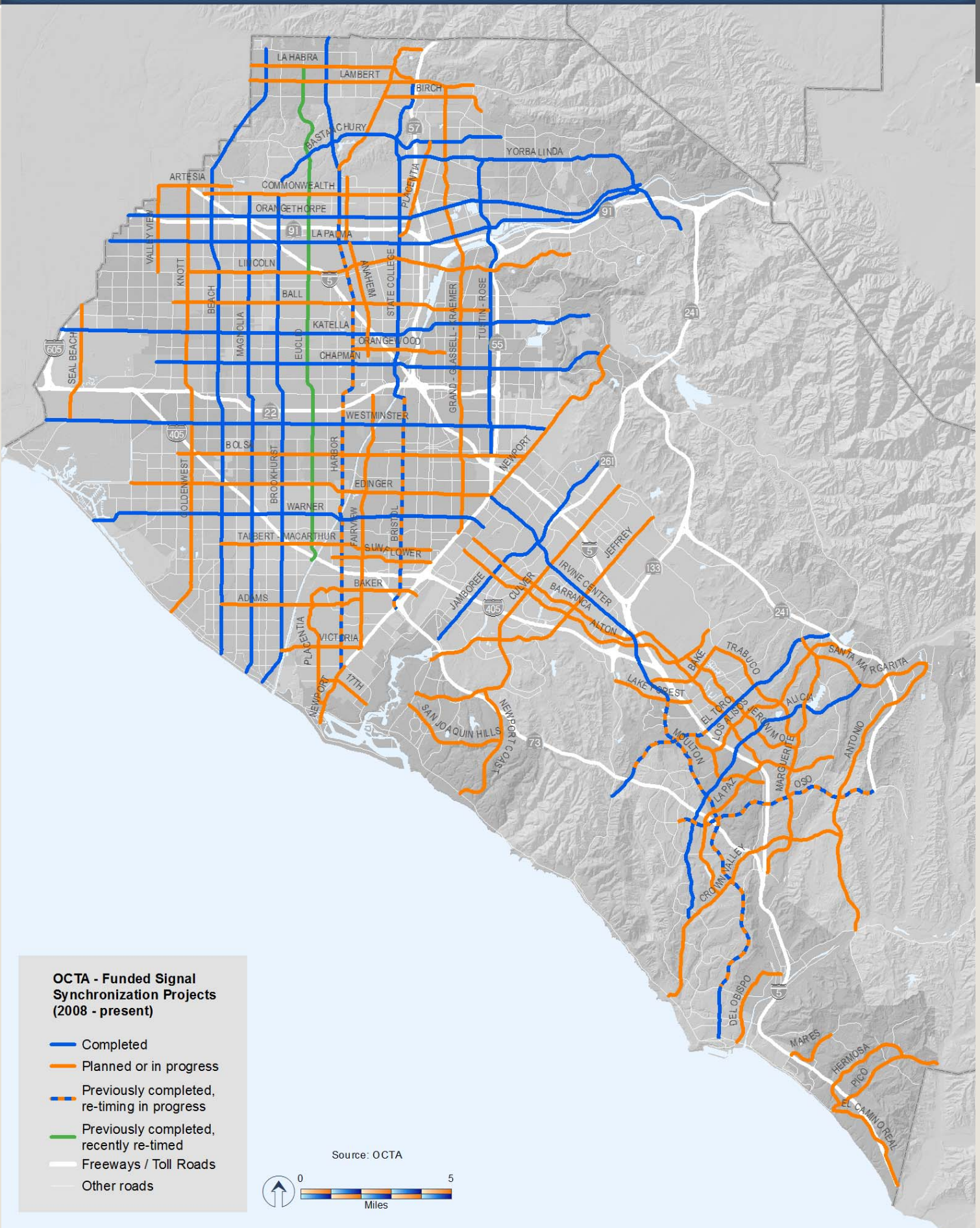
Twenty-three FY 2011-12 RTSSP projects are in progress with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in December 2015.

Thirteen FY 2012-13 RTSSP projects are planned or in progress. Administrative cooperative agreements have been executed between the stakeholder agencies for the thirteen projects. All projects have begun implementation of signal timing and signal system improvements. These projects will synchronize an additional 366 intersections on 101 miles of roadways. Completion of these projects is anticipated for December 2016.

For FY 2013-14, \$8.4 million was allocated for 10 projects, two of which will be led by OCTA staff. Eight of these projects are underway being led by local agencies. OCTA has commenced the Cooperative Agreement process with the participating agencies on the two projects it will be leading. It is anticipated that these two projects will begin in early 2015.

As part of the FY 2014-15 annual Call for Projects for the Regional Traffic Signal Synchronization Program, up to \$15 million will be available for signal synchronization projects. The Call for Projects is currently open and will close on October 24, 2014. Next quarter, it will be determined which projects will be recommended for funding to the Board in April of 2015.





### OCTA - Funded Signal Synchronization Projects (2008 - present)

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

Source: OCTA







## Project Q

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

### Local Fair Share Program

**Status:** Ongoing

**Summary:** This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$143 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 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. RCTC, Metro and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains. The proposed schedule change would end four mid-day trips between Fullerton and Laguna Niguel/Mission Viejo and deploy one mid-day roundtrip between Laguna Niguel/Mission Viejo



*Project R continued from the previous page...*

and Los Angeles. It is necessary for the proposed schedule change to take place during a regularly planned Metrolink schedule change; the next schedule change is planned for April 2015. The proposed new schedule implementation is dependent on approval of the MOU as well as the timing of the regularly planned Metrolink schedule changes.

Additionally under the Metrolink Service Expansion Program, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway.

## Sand Canyon Avenue Grade Separation

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

**Status:** Open to Traffic

**Summary:** The project located at Sand Canyon Avenue RR crossing is now grade separated and open to traffic. The project located at Sand Canyon Avenue railroad crossing grade separated 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. The westbound lanes were opened to traffic on June 12, 2014 and the eastbound lanes opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. Though open to traffic, project work continues and includes work on the pump station, retaining walls, storm drains, fencing, water line, sewer line, street lighting and traffic signalization. Construction is approximately 87 percent complete and is expected to be completed by December 2014.

## 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.

*Continues on the next page...*



*Project S continued from the previous page...*

## Anaheim Rapid Connection (ARC) Project

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

**Status:** Environmental Study Progresses

**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. Preparation of environmental documentation for the ARC Project is underway. As part of this effort, the City of Anaheim is evaluating alternative alignments to address concerns regarding project costs and right-of-way needs. Once the City of Anaheim selects the alternatives to carry forward in the environmental document, currently anticipated for December, an updated project schedule, project definition and supporting technical studies will be provided to OCTA for review and comment. Completion of the environmental phase is anticipated for 2015. In September, OCTA hosted a joint meeting with staff from the cities of Anaheim and Santa Ana to discuss operations and maintenance cost estimates.

## Santa Ana-Garden Grove Fixed Guideway Project

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

**Status:** Environmental Document Submitted to FTA

**Summary:** The Santa Ana-Garden Grove Fixed Guideway Project (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. On August 5, 2014 the Santa Ana City Council approved Streetcar Alternative 1 on Santa Ana Boulevard and 4th Street as the Locally Preferred Alternative (LPA) for the project. On August 11, 2014 the Board approved staff proposed financial and implementation plans for the project. OCTA will serve as the lead agency for project development, engineering, construction, operations, and maintenance. The Board also directed staff to pursue Federal New Starts funds for the project and approved the use of M2 Project S revenues to fund operations and maintenance. Following extensive public outreach and response to public comments led by the Cities of Santa Ana and Garden Grove, OCTA submitted the environmental assessment/final environmental impact report (EIR) to the Federal Transit Administration (FTA) for review and approval during the quarter. The completion of project milestones, including the alternatives analysis, draft environmental document, and approval and adoption by the Santa Ana City Council of the LPA was approved by the Board on September 22, 2014. OCTA anticipates that the City of Santa Ana will certify the EIR by December 2014 and FTA will issue a Finding of No Significant Impact soon thereafter. With the conclusion of the environmental phase, the project will advance into further design and engineering once approved into the FTA New Starts program. Project completion is anticipated in late 2019/early 2020.

*Continues on the next page...*





*Project S continued from the previous page...*

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

## Bus and Station Van Extension Projects

**Status:** Service Ongoing for Oakley Vanpool; Service Began for Anaheim Canyon Metrolink Bus Connection

**Summary:** Bus and Station Van Extension Projects will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. To date, the Board has approved one round of funding, totaling over \$9.8 million. Four projects were approved for funding by the Board on July 23, 2012 and two of those have implemented service. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest is in operation. The Anaheim Canyon Metrolink Station Bus Connection (Route 20 in the City of Anaheim) began service this quarter. It is anticipated that the vanpool from the Irvine Metrolink Station to the Panasonic employment center in the City of Lake Forest will begin 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

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

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

**Status:** Construction Nearing Completion

**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, project activities focused on completing construction. The terminal building's ETFE roof system was completed, and the exterior metal framing and glazing installation is nearing completion. Inside the terminal building, installation of escalators, elevator framing and interior finish work continued. Terminal building elevator framing, glazing and car erection continued, along with guardrail and exterior metal panels on the concourse bridge. Site work continued adjacent to the terminal building with completion of concrete pavement, installation of bus stop canopies, finish grading, irrigation, tree planting, fencing, and concrete pavers. In the rail corridor, platform elevator erection continued, installation of platform canopy structures, wrought iron railing, signage, telecom devices and wiring is nearing completion. The project is approximately 92 percent complete, and substantial project completion remains on schedule for November 2014, and a grand opening event is planned for December 13, 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 \$24 million in Project U funding has been provided under M2.

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

### Senior Mobility Program (SMP)

**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 843,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$844,000 in SMP funding was paid out to 30 participating cities during the months of July and September\*. With 30 cities in the county, nearly all cities are expected to participate in the Senior Mobility Program within the next year.

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

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

### Senior Non-emergency Medical Transportation Program (SNEMT)

**Status:** Ongoing

**Summary:** This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 180,000 SNEMT boardings have been provided. This quarter, more than \$895,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the months of July and September\*.

*\*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



*Project U continued from the previous page...*

### Fare Stabilization Program

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

**Status:** Ongoing

**Summary:** One percent of net revenues are dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Approximately \$955,500 in revenue was allocated this quarter to support the Fare Stabilization Program. Since inception of this program, and including this quarter, over 43 million program-related boardings have been 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 first 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 annually with program updates. Status of the Fare Stabilization Program will be continually monitored, and any necessary amendments to the program will be discussed with the Board and considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016.

## Project V

### Community Based Transit/ Circulators

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

**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 procured the buses to operate La Habra Shuttle service and service started on August 4, 2014. OCTA staff will work with local agencies to determine the schedule for next call for projects.



## Project W

### Safe Transit Stops

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

**Status:** Funding Approved this Quarter

**Summary:** This project provides for passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters and lighting. At the July 14, 2014 business meeting, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops' funding, seven cities applied for funds, and 51 projects will be funded per the July Board approval. OCTA staff is currently working with Local Agencies and developing letter agreements to allow the use of funds.



## Project X

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

### Environmental Cleanup Program

**Status:** On-going

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and to prepare for more comprehensive capital investments (Tier 2). To date, there have been four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of just over \$11 million have been awarded by the OCTA Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the OCTA Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program.

Funding recommendations for the fourth Tier 1 Call for Projects were approved by the Board on September 22, 2014 in the amount of \$2.8 million. The fifth Tier 1 Call for Projects is anticipated in spring 2015. 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.



## 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. 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. OCTA in cooperation with the United States Fish and Wildlife Service (USFWS) is currently in the process of publicly releasing these documents in the Federal Register. This is an estimated four to six-week process. We expect these documents to be available to the public in October. The public will have an opportunity (90 day comment period) to provide input on the NCCP/HCP and EIR/EIS. During this period, OCTA plans to hold two public meetings in the month of November. The first is planned to be held at OCTA during business hours that will coincide with an Environmental Oversight Committee\* (EOC) meeting, and the second will be at O'Neill Regional Park during the evening hours. 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. Staff anticipates the release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in the winter of 2014/2015. 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 EOC and the Finance and Administration Committee. Staff is currently working with an EOC ad-hoc committee to coordinate and complete this task. In addition, staff received endorsement from the EOC for a set of financial recommendations for the endowment framework to meet the obligations of the NCCP/HCP Preserves in July 2014. Staff will bring these recommendations to the Finance and Administration Committee and the Board in October 2014. OCTA staff is currently working with the Finance and Administration Committee on these recommendations. Once these recommendations are finalized and endorsed by the Finance and Administration Committee, OCTA staff will then bring the set of recommendations to the Board for approval.

# Measure M2

Progress Report  
ENVIRONMENTAL



*Continued from previous page...*

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





## Program Management Office

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

The Measure M (M1 and M2) Program Management Office (PMO) provides interdivisional coordination for all M-related projects and programs. To ensure agency-wide compliance, the PMO also holds a bi-monthly committee meeting made up of executive directors and key staff from each of the divisions, which meets to review 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 finalized the draft objectives and approach for the 10-Year Review, as well as set up a tentative schedule which is highlighted in the accompanying staff report for this quarterly progress report to the Board.

### M2020 Plan Update

The PMO has begun the process to update the M2020 Plan, which was last reviewed in September 2013. The M2020 Plan update will review current cash flows developed for OCTA's Comprehensive Business Plan and current revenue projections to once again ensure the Plan is deliverable. 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 review the current delivery summary relative to current schedule, revenue projections and overall project information. The upcoming M2020 Plan update is anticipated to go to the Board in March 2015.

### Measure M1 Closeout

Significant progress has been made to close out M1 contracts before the planned closeout deadline of June 30, 2015. The PMO continues to take action and lead the closeout of remaining open M1 contracts. This is particularly important given that administrative costs continue to be incurred as it relates to the management of these contracts. This quarter, the PMO met with division leads and relevant project managers to discuss open contracts and identify any that may have an issue meeting the June 2015 closeout deadline. For example the WCC project, although construction is expected to be complete at the end of 2014, has the potential for contractor claims that would prevent entire completion by the planned closeout date. Like the WCC project there are a few others although planned to be complete, are anticipated to have lingering closeout activities. The PMO will work with the various Divisions to ensure a plan is in place and brought to the Board to address these lingering activities. The M1 closeout plan, as per prior Board action, is to closeout all M1 projects and use any available remaining balances to advance M2 projects and programs. Further closeout progress will continue and will be summarized within the Measure M1 quarterly staff reports.



...Continued from previous page

## **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 OCTA's project managers with lessons learned and 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 after interdepartmental staff reviews are complete.

## **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. 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 October 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.



*...Continued from previous page*

## **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 August 12, 2014 and received status presentations on the Sales Tax Forecast, the Santa Ana/Garden Grove Street Car Project (Project S), the Measure M Environmental Mitigation Program and the Fare Stabilization Program (Project U).



## M2 Financing

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

### Revenue Forecast and Collection

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

### Current Forecast

Based on updated long term forecasts received in May, OCTA staff forecasts total nominal sales tax collections over the life of M2 will be approximately \$15.8 billion. This incorporates the Board's desire to be conservative. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$15.8 billion sales tax revenue will run approximately \$8.5 billion (35%) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program varies 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. In addition, the final portion of the June 2014 sales tax payment was received on September 18, 2014, enabling OCTA to finalize sales tax receipts for FY 2013-14. Total sales tax growth for FY 2013-14 finished at 4.82 percent, which is lower than the budgeted sales tax growth rate of 5.98 percent. As a result of the lower than anticipated growth rate, M2 sales tax finished approximately \$3.5M less than the budget for the year. The impact to the total nominal M2 sales tax revenues over the 30-year period was approximately \$173 million.



#### Measure M2

#### Schedule of Revenues, Expenditures and Changes in Fund Balance

Schedule 1

as of September 30, 2014

(Unaudited)

(\$ in thousands)	Quarter Ended Sept 30, 2014	Year to Date Sept 30, 2014	Period from Inception to Sept 30, 2014
	(A)	(B)	
<b>Revenues:</b>			
Sales taxes	\$ 65,867	\$ 65,867	\$ 923,682
Other agencies' share of Measure M2 costs:			
Project related	7,015	7,015	284,428
Non-project related	196	196	330
Interest:			
Operating:			
Non-project related	1,165	1,165	6,974
Bond proceeds	2,880	2,880	24,527
Debt service	-	-	38
Commercial paper	-	-	393
Right-of-way leases	49	49	631
Miscellaneous:			
Project related	(181)	(181)	17
Non-project related	-	-	7
<b>Total revenues</b>	<b>76,991</b>	<b>76,991</b>	<b>1,241,027</b>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	819	819	9,749
Professional services:			
Project related	905	905	182,920
Non-project related	148	148	11,472
Administration costs:			
Project related	1,905	1,905	29,260
Non-project related :			
Salaries and Benefits	463	463	12,452
Other	924	924	18,432
Other:			
Project related	29	29	1,243
Non-project related	8	8	3,575
Payments to local agencies:			
Project related	13,200	13,200	401,441
Capital outlay:			
Project related	12,726	12,726	366,588
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	13,010
Interest on long-term debt and commercial paper	10,972	10,972	82,943
<b>Total expenditures</b>	<b>42,099</b>	<b>42,099</b>	<b>1,133,116</b>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<b>34,892</b>	<b>34,892</b>	<b>107,911</b>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(463)	(463)	(9,143)
Transfers in:			
Project related	-	-	45,278
Non-project related	-	-	7,394
Bond proceeds	-	-	358,593
<b>Total other financing sources (uses)</b>	<b>(463)</b>	<b>(463)</b>	<b>402,122</b>
<b>Excess (deficiency) of revenues over (under) expenditures and other sources (uses)</b>	<b>\$ 34,429</b>	<b>\$ 34,429</b>	<b>\$ 510,033</b>



# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



#### Measure M2

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

Schedule 2

as of September 30, 2014

(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2014 (actual)	Year Ended Sept 30, 2014 (actual)	Period from Inception through Sept 30, 2014 (actual)	Period from October 1, 2014 through March 31, 2014 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
<b>Tax revenues:</b>					
Sales taxes	\$ 65,867	\$ 65,867	\$ 923,682	\$ 14,826,155	\$ 15,749,837
Operating interest	1,165	1,165	6,974	407,072	414,046
Subtotal	<u>67,032</u>	<u>67,032</u>	<u>930,656</u>	<u>15,233,227</u>	<u>16,163,883</u>
Other agencies share of M2 costs	196	196	330	-	330
Miscellaneous	-	-	7	-	7
Total tax revenues	<u>67,228</u>	<u>67,228</u>	<u>930,993</u>	<u>15,233,227</u>	<u>16,164,220</u>
<b>Administrative expenditures:</b>					
SBOE fees	819	819	9,749	222,482	232,231
Professional services	58	58	7,820	100,636	108,456
Administration costs :					
Salaries and Benefits	463	463	12,452	148,238	160,690
Other	924	924	18,432	208,513	226,945
Other	8	8	3,575	25,461	29,036
Capital outlay	-	-	31	-	31
Environmental cleanup	117	117	6,459	296,523	302,982
Total expenditures	<u>2,389</u>	<u>2,389</u>	<u>58,518</u>	<u>1,001,853</u>	<u>1,060,371</u>
Net tax revenues	<u>\$ 64,839</u>	<u>\$ 64,839</u>	<u>\$ 872,475</u>	<u>\$ 14,231,374</u>	<u>\$ 15,103,849</u>
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	2,880	2,880	24,527	25,760	50,287
Interest revenue from debt service funds	-	-	38	55	93
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,880</u>	<u>2,880</u>	<u>383,551</u>	<u>1,475,815</u>	<u>1,859,366</u>
<b>Financing expenditures and uses:</b>					
Professional services	90	90	3,652	12,340	15,992
Bond debt principal	-	-	13,010	1,795,540	1,808,550
Bond debt and other interest expense	10,972	10,972	82,943	1,428,069	1,511,012
Total financing expenditures and uses	<u>11,062</u>	<u>11,062</u>	<u>99,605</u>	<u>3,235,949</u>	<u>3,335,554</u>
Net bond revenues (debt service)	<u>\$ (8,182)</u>	<u>\$ (8,182)</u>	<u>\$ 283,946</u>	<u>\$ (1,760,134)</u>	<u>\$ (1,476,188)</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



#### Measure M2

#### Schedule of Revenues and Expenditures

#### Summary as of September 30, 2014

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 Sept 30, 2014	Reimbursements through Sept 30, 2014	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	
(\$ in thousands)									
<b>Freeways (43% of Net Tax Revenues)</b>									
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 34,389	\$ 595,320	\$ 594,388	\$ 932	\$ 1,980	\$ 2	\$ 1,978	0.3%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	86,718	1,501,220	1,279,751	221,469	43,527	10,938	32,589	2.5%
E	SR-22 Garden Grove Freeway Access Improvements	8,780	151,997	151,996	1	4	-	4	0.0%
F	SR-55 Costa Mesa Freeway Improvements	26,779	463,590	460,073	3,517	6,479	23	6,456	1.4%
G	SR-57 Orange Freeway Improvements	18,928	327,679	306,510	21,169	40,422	9,967	30,455	9.9%
H,I,J	SR-91 Riverside Freeway Improvements	66,487	1,150,994	1,139,279	11,715	32,397	6,336	26,061	2.3%
K,L	I-405 San Diego Freeway Improvements	101,887	1,763,793	858,810	904,983	21,739	1,017	20,722	2.4%
M	I-605 Freeway Access Improvements	1,463	25,333	25,333	-	360	16	344	1.4%
N	All Freeway Service Patrol	10,975	189,996	189,996	-	71	-	71	0.0%
	Freeway Mitigation	18,758	324,733	297,693	27,040	39,308	1,549	37,759	12.7%
	Subtotal Projects	375,164	6,494,655	5,303,829	1,190,826	186,287	29,848	156,439	
	Net (Bond Revenue)/Debt Service	-	-	1,190,826	(1,190,826)	21,685	-	21,685	
	<b>Total Freeways</b>	<b>\$ 375,164</b>	<b>\$ 6,494,655</b>	<b>\$ 6,494,655</b>	<b>\$ -</b>	<b>\$ 207,972</b>	<b>\$ 29,848</b>	<b>\$ 178,124</b>	<b>24.9%</b>
	%								
<b>Street and Roads Projects (32% of Net Tax Revenues)</b>									
O	Regional Capacity Program	\$ 87,248	\$ 1,510,404	\$ 1,400,514	\$ 109,890	\$ 392,656	\$ 172,190	\$ 220,466	15.7%
P	Regional Traffic Signal Synchronization Program	34,899	604,135	603,855	280	9,913	1,262	8,651	1.4%
Q	Local Fair Share Program	157,046	2,718,693	2,718,693	-	144,212	77	144,135	5.3%
	Subtotal Projects	279,193	4,833,232	4,723,062	110,170	546,781	173,529	373,252	
	Net (Bond Revenue)/Debt Service	-	-	110,170	(110,170)	25,243	-	25,243	
	<b>Total Street and Roads Projects</b>	<b>\$ 279,193</b>	<b>\$ 4,833,232</b>	<b>\$ 4,833,232</b>	<b>\$ -</b>	<b>\$ 572,024</b>	<b>\$ 173,529</b>	<b>\$ 398,495</b>	<b>55.7%</b>
	%								
<b>Transit Projects (25% of Net Tax Revenues)</b>									
R	High Frequency Metrolink Service	\$ 78,105	\$ 1,352,120	\$ 1,301,450	\$ 50,670	\$ 150,184	\$ 79,618	\$ 70,566	5.4%
S	Transit Extensions to Metrolink	77,019	1,333,320	1,252,106	81,214	1,753	746	1,007	0.1%
T	Metrolink Gateways	17,453	302,130	258,928	43,202	74,469	46,258	28,211	10.9%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	26,171	453,062	453,062	-	23,955	17	23,938	5.3%
V	Community Based Transit/Circulators	17,445	301,997	301,997	-	659	20	639	0.2%
W	Safe Transit Stops	1,925	33,333	33,333	-	48	26	22	0.1%
	Subtotal Projects	218,118	3,775,962	3,600,876	175,086	251,068	126,685	124,383	
	Net (Bond Revenue)/Debt Service	-	-	175,086	(175,086)	14,685	-	14,685	
	<b>Total Transit Projects</b>	<b>\$ 218,118</b>	<b>\$ 3,775,962</b>	<b>\$ 3,775,962</b>	<b>\$ -</b>	<b>\$ 265,753</b>	<b>\$ 126,685</b>	<b>\$ 139,068</b>	<b>19.4%</b>
	%								
	<b>Measure M2 Program</b>	<b>\$ 872,475</b>	<b>\$ 15,103,849</b>	<b>\$ 15,103,849</b>	<b>\$ -</b>	<b>\$ 1,045,749</b>	<b>\$ 330,062</b>	<b>\$ 715,687</b>	
	<b>Environmental Cleanup (2% of Revenues)</b>								
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 18,613	\$ 323,278	\$ 323,278	\$ -	\$ 6,459	\$ 292	\$ 6,167	1.9%
	Net (Bond Revenue)/Debt Service	-	-	106	(106)	24	-	24	
	<b>Total Environmental Cleanup</b>	<b>\$ 18,613</b>	<b>\$ 323,278</b>	<b>\$ 323,384</b>	<b>\$ (106)</b>	<b>\$ 6,483</b>	<b>\$ 292</b>	<b>\$ 6,191</b>	<b>0.7%</b>
	%								
	<b>Taxpayer Safeguards and Audits</b>								
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 13,855	\$ 236,248	\$ 236,248	\$ -	\$ 9,749	\$ -	\$ 9,749	4.1%
	%								1.1%
	Oversight and Annual Audits (1% of Revenues)	\$ 9,307	\$ 161,639	\$ 161,639	\$ -	\$ 12,452	\$ 3,145	\$ 9,307	5.8%
	%								1.0%

# Measure M2

Progress Report

LOCAL FAIR SHARE



<b>ENTITY</b>	<b>FY 2014-2015 FIRST QUARTER M2 FUNDS</b>	<b>M2 FUNDS TO DATE</b>
Aliso Viejo	\$99,082.56	\$1,794,030.08
Anaheim	\$853,152.30	\$15,452,893.75
Brea	\$140,160.97	\$2,637,565.90
Buena Park	\$233,594.27	\$4,213,097.27
Costa Mesa	\$357,001.78	\$6,496,762.90
Cypress	\$133,107.24	\$2,466,140.50
Dana Point	\$79,869.03	\$1,497,245.31
Fountain Valley	\$156,605.02	\$2,859,531.28
Fullerton	\$326,076.91	\$5,913,272.38
Garden Grove	\$374,645.90	\$6,799,866.86
Huntington Beach	\$483,132.17	\$8,846,959.70
Irvine	\$665,507.15	\$11,630,303.36
Laguna Beach	\$62,016.11	\$1,149,170.99
Laguna Hills	\$85,427.59	\$1,554,005.12
Laguna Niguel	\$166,240.81	\$3,065,895.41
Laguna Woods	\$32,158.63	\$590,657.96
La Habra	\$131,293.86	\$2,431,834.34
Lake Forest	\$196,205.22	\$3,545,418.36

# Measure M2

Progress Report

LOCAL FAIRSAHRE



<b>ENTITY</b>	<b>FY 2014-2015 FIRST QUARTER M2 FUNDS</b>	<b>M2 FUNDS TO DATE</b>
La Palma	92,595.38	\$825,635.04
Los Alamitos	62,198.80	\$587,437.94
Mission Viejo	453,689.54	\$4,274,622.55
Newport Beach	543,170.74	\$4,976,804.21
Orange	791,073.59	\$7,419,471.42
Placentia	230,198.06	\$2,149,451.53
Rancho Santa Margarita	206,597.88	\$1,933,078.25
San Clemente	268,485.80	\$2,524,471.96
San Juan Capistrano	190,180.42	\$1,726,296.55
Santa Ana	1,336,466.48	\$12,579,987.76
Seal Beach	133,600.46	\$1,203,461.26
Stanton	152,346.33	\$1,378,837.22
Tustin	430,381.00	\$3,996,054.32
Villa Park	25,103.50	\$236,434.76
Westminster	416,872.21	\$3,887,284.41
Yorba Linda	293,251.51	\$2,718,943.47
County Unincorporated	908,619.95	\$8,200,933.06
<b>Total M2 Funds</b>	<b>\$7,892,623.09</b>	<b>\$143,563,857.18</b>



# 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
<b>FREEWAY PROJECTS</b>					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Feb-18
Project C	\$105.0	<b>Jun-09</b>	<b>Oct-11</b>	<b>Oct-13</b>	Feb-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.7	<b>Jun-09</b>	<b>Oct-11</b>	<b>May-13</b>	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	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	Sep-16
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$80.7	<b>Sep-05</b>	<b>Jun-09</b>	<b>Dec-11</b>	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	<b>Oct-11</b>	<b>May-14</b>	Nov-17	May-22
I-5, Oso Parkway to Alicia Parkway	\$195.1	Sep-11	Jun-14	TBD	TBD
Project C & D	\$195.1	<b>Oct-11</b>	<b>May-14</b>	Aug-17	Jun-22
I-5, Alicia Parkway to El Toro Road	\$134.2	Sep-11	Jun-14	TBD	TBD
Project C	\$134.2	<b>Oct-11</b>	<b>May-14</b>	Jan-18	May-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Jan-16	Dec-18	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	<b>May-14</b>	Apr-17	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$42.3	<b>Jun-11</b>	Feb-15	Jan-17	Nov-19

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Oct-15	Jan-19	Nov-22
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Jan-16	Jul-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Nov-15	Nov-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	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	May-14
Project G	\$56.3	Aug-05	Dec-07	Jul-09	Nov-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.9	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Apr-15	Sep-16
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$64.2	Jul-07	Jun-10	Apr-12	Apr-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Jul-15	Mar-17
SR-91, SR-57 to SR-55	TBD	Feb-14	Sep-16	TBD	TBD
Project I	TBD	Dec-14	Aug-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	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$80.2	<b>Jul-07</b>	<b>Apr-09</b>	<b>Aug-10</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	<b>Feb-13</b>	Dec-14
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Dec-07</b>	<b>Dec-08</b>	<b>Jan-11</b>
I-405, Continuous HOV Lane Access (project cancelled)	N/A	Jul-11	Jan-14	N/A	N/A
	\$0.9	<b>Aug-11</b>	<b>Jan-14</b>	N/A	N/A
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 Dr.	TBD	TBD	TBD	TBD	TBD
Project L	\$16.4	Apr-15	Jan-17	Sep-18	Jun-20
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,254.5	<b>Mar-09</b>	<b>May-15</b>	Mar-15	Jun-21
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Feb-16	Jan-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS</b>					
Sand Canyon Avenue Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.2	N/A	<b>Sep-03</b>	<b>Jul-10</b>	<b>Dec-14</b>
Raymond Avenue Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$115.7	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	Aug-18
State College Boulevard Grade Separation	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.8	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	May-18



# 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
Placentia Avenue Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.6	<b>Jan-01</b>	<b>May-01</b>	<b>Jun-10</b>	Nov-14
Kraemer Boulevard Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.3	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-10</b>	Oct-14
Orangethorpe Avenue Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.6	<b>Jan-01</b>	<b>Sep-09</b>	<b>Oct-11</b>	Sep-16
Tustin Avenue/Rose Drive Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$99.3	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-11</b>	May-16
Lakeview Avenue Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$96.2	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jan-13</b>	Mar-17
17th Street Grade Separation	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Nov-14	Jun-17	TBD	TBD
<b>RAIL AND STATION PROJECTS</b>					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.4	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	TBD	TBD
	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	Dec-15	Jun-18
Anaheim Rapid Connection	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	<b>Jan-09</b>	<b>Dec-15</b>	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	<b>Aug-09</b>	<b>Dec-14</b>	Jul-17	Feb-20
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
	TBD	<b>Jan-03</b>	<b>May-07</b>	<b>Feb-11</b>	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
	\$18.6	<b>Dec-09</b>	<b>Apr-15</b>	<b>Jul-15</b>	Dec-16
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
	\$3.5	N/A	N/A	<b>Dec-13</b>	Jan-16
Laguna Niguel/Mission Viejo Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
	\$4.1	<b>Jul-07</b>	<b>Dec-07</b>	<b>Aug-12</b>	<b>Oct-13</b>
Laguna Niguel/Mission Viejo Station Americans with Disabilities Act Ramps	\$3.1	Jul-13	Jan-14	Aug-14	Feb-16
	\$3.1	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jan-15</b>	<b>Jul-16</b>
Anaheim Regional Transportation Intermodal Center Project R & T	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
	\$227.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>May-12</b>	Nov-14



LOS ANGELES

SAN BERNARDINO

# ORANGE COUNTY

*California*

RIVERSIDE

SAN DIEGO

