



February 23, 2015

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Progress Report for the Period of October 2014 Through December 2014

Overview

Staff has prepared a Measure M2 progress report for the period of October 2014 through December 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 October 1, 2014 through December 31, 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 December 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 in particular is highlighted below.

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the Ten-Year Review with participation from each of the divisions. 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 M2 Ten-Year Review. Additional research and analysis will be performed to review all elements as identified in Ordinance No. 3. The completion of the review is planned for no later than early 2017, but would likely be complete by mid-2016.

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

- The Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were publicly released on November 7, 2014 for a 90-day public comment period, which will close on February 6, 2015. (M2 Projects A-M)

- The City of Anaheim opened the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue on December 31, 2014. ARTIC serves all trains and other transportation activities that were served by the now closed station located in the Anaheim stadium parking lot. (M2 Project T)
- The State Route 57 (SR-57) freeway improvement project from Katella Avenue to Lincoln Avenue was opened to traffic with all remaining construction activity planned to be completed next quarter. (M2 Project G)
- The construction contract was awarded on December 8, 2014 for the Interstate 5 (I-5) widening project from Avenida Pico to Avenida Vista Hermosa and construction is anticipated to begin in March 2015. (M2 Project C/D)
- On October 27, 2014, OCTA released a request for proposals to procure project management consultant services during the engineering and construction phases of the Santa Ana-Garden Grove Street Car Project. Staff is currently reviewing proposals submitted and expects to seek Board approval for the consultant selection on February 23, 2015. (M2 Project S)
- The design phase began for the I-5 freeway widening project from Oso Parkway to Alicia Parkway and procurement for the design contracts are underway for the I-5 project from State Route 73 (SR-73) to Oso Parkway, and for the I-5 project from Alicia Parkway to El Toro Road, respectively. (M2 Project C and M2 Project D)
- The design-build procurement plan for the Interstate 405 (I-405) freeway project between Interstate 605 (I-605) and State Route 55 (SR-55) was presented to the Board on October 27, 2014, along with approval to release the design-build request for consultant qualifications. The request to enter into a design-build cooperative agreement with the California Department of Transportation (Caltrans) was presented to the Board on December 8, 2014; it is anticipated that a revised draft cooperative agreement will be presented to the Board for approval in February 2015. (M2 Project K)
- The environmental phase for the I-405 freeway improvement project from the SR-55 to the I-5 was initiated and is anticipated to be complete in mid-2017. (M2 Project L)
- The project study report/project development support document (PSR-PDS)

was signed by Caltrans for both the SR-57 project from Orangewood Avenue to Katella Avenue (M2 Project G) and the State Route 91 (SR-91) project from SR-57 to SR-55. (M2 Project I)

- The call for projects for the Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) closed on October 24, 2014. Twenty seven applications were received for the RCP and 16 were received for the RTSSP, respectively. Approximately \$50 million in funding is expected to be made available for projects through these programs. (M2 Project O and Project P)
- On October 13, 2014, the Board approved the Environmental Oversight Committee's recommendations for a financial framework related to the Freeway Mitigation Program endowment. (M2 Projects A-M)

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

- On January 12, 2015, the PSR-PDS was signed by Caltrans for SR-55 project from I-5 to SR-91. (M2 Project F)
- On January 16, 2014, a Sacramento Superior Court judge issued a final decision on litigation the American Council of Engineering Companies (ACEC) brought against Caltrans challenging the constitutionality of the design-build authority provided under AB 401 (Chapter 586, Statutes of 2013). The ACEC lawsuit questioned the legality of a stipulation in the new state law that requires Caltrans to perform certain construction inspection services on the project. The superior court found that the provisions of AB 401 were constitutional, rejecting the claims brought forward by the ACEC. It is currently unknown whether the ACEC will appeal this decision, which could potentially put design-build authority in jeopardy again. As of now, transportation agencies are authorized to use the design-build authority granted by AB 401 until its expiration on January 1, 2024. (M2 Project K)

A critical factor in delivering M2 freeway projects is to ensure project scope, schedule, and budget remain on target. Project scope increases, project delays, and resulting cost increases can quickly affect project delivery. 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. Additionally, Caltrans' emphasis to address high-occupancy vehicle degradation is putting new demands on freeway projects moving forward as Measure M was envisioned to provide general traffic congestion relief. These

issues have become a risk on the pending (mainline projects not yet environmentally cleared) freeway projects as these considerations could expand the project's footprint/costs, schedule, and overall viability. It is imperative that OCTA and Caltrans remain coordinated and find common ground despite varying priorities.

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 project scope and schedule as they relate to the delivery of M2. For example, the environmental phase for the SR-55 project between the I-405 and I-5 remains on hold. OCTA staff submitted the draft environmental document and technical studies developed under the direction of the Project Development Team, but Caltrans will not accept the project deliverables as transmitted. The draft environmental document and technical studies must be approved by Caltrans in order to proceed with the public review period and the public hearing. Following management-led conversation, Caltrans staff withdrew a request to study an additional alternative; however, requests for modifications to OCTA's traffic study assumptions remain and have been reiterated. These changes would result in up to a 17-month delay, and increase project cost due to the necessity to revise technical studies, as well as cost escalation resulting from the delay. A staff report specifically on this project will be brought to the Board in March 2015. (M2 Project F)

M2020 Plan Update

Staff had planned to provide a separate update on the progress of the M2020 Plan as a whole to the Board in March 2015. However, since schedules on a few key freeway projects are currently being analyzed, it is more prudent to defer the update until the schedule assumptions can be clarified. In the meantime, pages one through four of Attachment A (in every M2 quarterly report) include OCTA's progress on delivering the 14 objectives identified in the M2020 Plan.

To date, all 14 objectives are on track to be delivered as adopted by the Board. The only area of concern is delivery of the freeway program which will continue to be monitored with progress and challenges reported to the Board. The PMO, working closely with OCTA's division directors and project managers, will continue to monitor and analyze risks associated with delivering the M2 program of projects. Staff will continue to keep the Board informed on these challenges through Capital Programs metrics staff reports, separate project specific staff reports, and these quarterly progress reports.

Summary

As required by M2 Ordinance No. 3, a quarterly report, covering activities from October 2014 through December 2014, is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website. Hard copies are available by mail upon request

Attachment

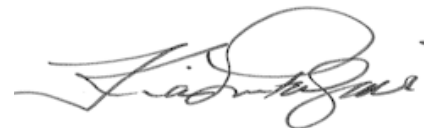
- A. Measure M2 Progress Report – Second Quarter of Fiscal Year 2014-15 – October 1, 2014 through December 31, 2014.

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Second Quarter Highlights

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



Measure M2

Progress Report



Second Quarter of Fiscal Year 2014-15
 October 1, 2014 through December 31, 2014



Measure M2

Progress Report



SUMMARY

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

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



Measure M2

Progress Report



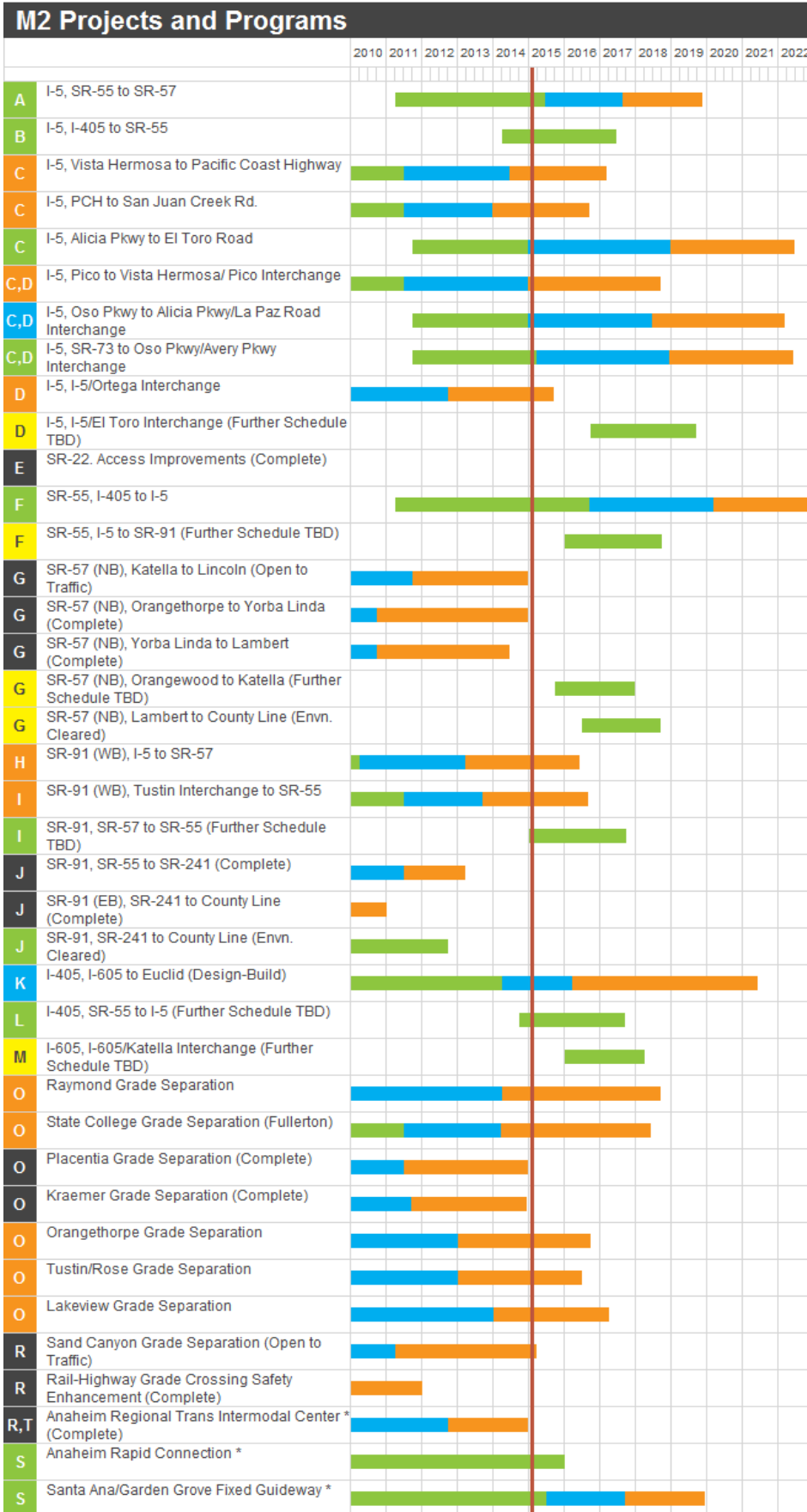
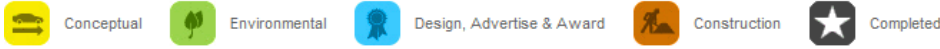
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Measure M2

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.



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M2020 Plan Update

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

Progress Update

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

M2020 Plan Objectives

1. Deliver 14 M2 freeway projects.

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

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

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

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

To date, OCTA has awarded local agencies nearly \$200 million in Project O and Project P funds and has paid out nearly \$46 million or 23% of the awarded funding for local streets and roads improvements, which have either started construction or are scheduled to start construction in the next 3-5 years. Additionally, more than \$634 million is Board-approved for the OC Bridges Program's grade separation projects. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, since inception, approximately \$151 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.

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

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

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

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

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

The Riverside County Transportation Commission, Los Angeles County Metropolitan Transportation Authority and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains. 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).

In December 2014, the Federal Transit Administration (FTA) authorized the release of the Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) for the Santa Ana/ Garden Grove Street Car Project; the Santa Ana City Council is expected to certify the REA/FEIR in January 2015 and FTA is expected to 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. For the Anaheim Rapid Connection Project, preparation of environmental documentation is underway. To address concerns regarding project costs and right-of-way needs, the Anaheim City Council has requested that additional alignment alternatives be evaluated during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule, project definition and supporting technical studies for review and comment in late January. Completion of the environmental phase is anticipated in 2016. 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.

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

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

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

To date, approximately \$26 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.

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

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

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

The Freeway Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and 11 restoration projects approved by the Board, totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions (inclusive of setting funds to pay for long-term property maintenance), \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

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

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

To date, there have been four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of over \$11 million have been awarded by the OCTA Board since 2011.

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
1	Availability of specialized staff given the scope of right-of-way (ROW) activities for the various freeway construction activities. The heavy demand on Caltrans ROW resources will be a challenge for early acquisition. This is further challenged by a change in meeting frequency by the California Transportation Commission, a necessary step in ROW settlement.	The organizational assessment reviewed OCTA's ROW department's resources, capabilities, and workload, and developed recommendations to address the needs of M2 and the M2020 Plan. OCTA and Caltrans will need to work closely to address the issue of Caltrans' limited ROW resources. This will need to be managed to limit the risk.	Some of OCTA resource needs were increased in the form of consultant contracts. Other resource needs will need to be addressed as projects come online. Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk.
2	Availability of management and technical capabilities to deliver/operate future rail guideway projects.	Prepare a report on guideway project delivery and operation management plans concurrent with completion of the respective environmental phase.	On October 27, 2014, OCTA released a Request for Proposals to procure project management consultant services for the upcoming engineering and construction phases of the Santa Ana/Garden Grove Streetcar Project. The selected project management consultant will assist OCTA in the development of plans related to project delivery, as well as management and operations. Preparation of environmental documentation for the Anaheim Rapid Connection project is underway; ARC project implementation and funding will be addressed in 2015.
3	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 spring 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 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 Preferred Alternative selection by Caltrans on I-405 (Project K), OCTA can 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). The case is expected to be heard in January 2015.</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 form of consultant contracts. Availability of specialized resources such as environmental or ROW within the Caltrans organization requires attention.</p>

Measure M2

Progress Report

FREEWAYS



Interstate 5 (I-5) Projects

Project A

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

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

Status: Finalizing Project Approval/Environmental Document Phase

Summary: This project will increase HOV lane capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. During the quarter, the Project Development Team selected the preferred build alternative, which will remove the existing barrier between the HOV lane and general purpose lane, add a second HOV lane, and remove the I-5 Main Street HOV on and off ramps to accommodate the second HOV lane. Additionally, the public comments that were received during the public review period (ending September 12, 2014) were incorporated into the final environmental document and project report, which will both be submitted to Caltrans for review and approval next quarter. On October 13, 2014, the OCTA Board of Directors (Board) approved the release of the request for proposals for the design work. The completion of the environmental phase is expected in February 2015 and final design is scheduled to begin in mid-2015. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.

Project B

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

I-5 (SR-55 to the El Toro "Y" Area)

Status: Project Approval/Environmental Document Phase Underway

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro "Y" and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on the I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the Project Development Team continued engineering and environmental work, which included aerial mapping, geometric development, and continued development of the Noise Work Plan and the Air Quality Work Plan. On January 26, in the City of Irvine and January 28th in the City of Tustin, OCTA and Caltrans will hold public information meetings to inform the public of the breath of the upcoming project. 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: Began Design Phase (Segments 2); Began Procurement Activities for Design Phase (Segments 1 and 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. Although 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; the Project Approval and Environmental Document phase was completed in mid-2014. This quarter, the design phase began for segment 2 (Oso Parkway to Alicia Parkway). The design phase for segments 1 and 3 are anticipated to begin next quarter.

On September 2, 2014, OCTA entered into a cooperative agreement with Caltrans to provide oversight during the design phase as well as advertise and award the construction project, with an understanding that the agreement would be amended later to provide right-of-way support services by Caltrans. Right-of-way support services by Caltrans is required to complete the design phase and move the project forward to the construction phase. On December 11, 2014, OCTA sent Caltrans a letter requesting language on roles and responsibilities of Caltrans and OCTA regarding right-of-way support services to include in an amendment to the agreement. The amendment to include right-of-way support services will need to be executed by June 2015 to stay on schedule. Staff will continue to work with Caltrans to amend the agreement.

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

I-5 (Avenida Pico to Avenida Vista Hermosa)

Status: Construction Contract Awarded

Summary: This segment will add a carpool lane in each direction on the I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D). During this quarter, project activities focused on awarding the construction contract, which occurred on December 18, 2014. Construction is anticipated to begin in March 2015 and is scheduled to be completed in March 2018.

Continues on the next page...



...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: Construction Underway

Summary: This segment will add a carpool lane in each direction of the I-5 between Avenida Vista Hermosa and Pacific Coast Highway in San Clemente. Construction began last quarter on September 2, 2014. During this quarter, project activities included some excavation for retaining wall work, and ground monitoring. Roadway and shoulder excavation work will begin next quarter. Construction is scheduled 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 (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began on March 3, 2014. During this quarter, construction crews continued work on the PCH Connector Bridge, Camino Capistrano on-ramp, sound walls and roadway excavation. Construction work is 34 percent complete, and is anticipated to be complete in September 2016.

Project D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and at El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are 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. Per Caltrans request, OCTA has submitted a revised PSR-PDS. Caltrans is currently reviewing the revised document and has committed to providing an expedited final 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: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over the I-5, and improve local traffic flow along the SR-74 and Del Obispo Street in the City of San Juan Capistrano. During this quarter, demolition and reconstruction activities on the north-half of the bridge began. Roadwork on the west side of the freeway was completed and traffic was shifted to the new south-half of the bridge in early December 2014. All project areas west of the I-5 are open to traffic. Construction is 60 percent complete, and the project is expected to be complete in September 2015.

State Route 22 (SR-22) Projects

Project E

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

SR-22 Access Improvements



Status: PROJECT COMPLETE

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



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. The environmental phase for the SR-55 between the I-405 and I-5 has been put on hold. Last quarter, the Project Study Team completed the draft Project Report and draft Environmental Document for the studied alternatives. This quarter, Caltrans reiterated their request for additional traffic studies, which if incorporated would incur up to an additional 17-month delay. Overall, the project has already been delayed over one year. Cost escalation on this project is an overall project delivery risk. The project is marked “red” in the Capital Action Plan.

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 refined the draft PSR-PDS using input from Caltrans and the final draft was resubmitted to Caltrans for approval. Caltrans’ approval is expected in early January 2015, which will finalize the PSR-PDS document and advance the project to the Project Approval/Environmental Document Phase of project development.

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: Project Study Report/Project Development Support 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...

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

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



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.

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

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



Status: PROJECT COMPLETE

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

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

SR-57 NB (Katella Avenue and Lincoln Avenue)

Status: New Lane Open to Traffic

Summary: This project will increase capacity and improve operations by widening the northbound SR-57 between Katella Avenue and Lincoln Avenue with the addition of a new general purpose lane, as well as other improvements. This quarter, the new freeway lanes were opened to traffic on November 20, 2014. An open to traffic ceremony was held on December 22, 2014. This segment is approximately 99 percent complete and the total project is anticipated to be complete by February 2015. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.

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

SR-57 NB (Orangewood Avenue to Katella Avenue)

Status: Project Study Report/Project Development Support Document Approved

Summary: OCTA initiated a Project Study Report/Project Development Support (PSR-PDS) document to add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane, which was recently opened to traffic between Katella Avenue and Lincoln Avenue. This quarter, the PSR-PDS was approved by Caltrans. The project will now advance to the Project Approval/Environmental Document Phase of project development.



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 of abutments, piers and bents continued at the six bridges that require widening. The bridges remain open to traffic. Construction is approximately 60 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, work continued on excavation, and the pouring of retaining walls and piers for the Santa Ana River Bridge widening. Construction is approximately 28 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: Project Study Report/Project Development Support Document Approved

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, the PSR-PDS was approved by Caltrans. The project will now advance to the Project Approval/Environmental Document Phase of project development. 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)



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.

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

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



Status: PROJECT COMPLETE

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

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

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

Status: RCTC's Design-Build Construction Underway

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

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



Interstate 405 (I-405) Projects

Project K

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

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

Status: Finalizing Environmental Phase

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. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

During the quarter, the design-build procurement plan was presented to the Board on October 27, 2014 and the request to release the design-build request for qualifications was approved. The request to enter into a design-build cooperative agreement with Caltrans was presented to the Board on December 8, 2014; it is anticipated that a final draft cooperative agreement will be presented to the Board for approval in February 2015. 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. The case is expected to be heard in mid-January.



Project L

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

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

Status: Began Project Approval/Environmental Document Phase

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the contract was signed on December 10, 2014 to initiate engineering and environmental work. The final Environmental Document is expected to be complete in mid-2017.

Interstate 605 (I-605) Projects

Project M

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

I-605 Interchange Improvements

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

Summary: This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. Last quarter, the Project Study Team finalized three conceptual project alternatives to be studied as part of the Project Study Report/Project Development Support (PSR-PDS) document. During the quarter, Caltrans continued its draft PSR-PDS review. OCTA anticipates receiving comments early in the next quarter, and will address Caltrans' comments in a final draft, to be submitted in the next quarter.



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 1,324 motorists, weekend service provided assistance to 767 motorists, and construction service provided assistance to 1,526 motorists. Since inception, M2 and Construction funded FSP has provided a total of 28,115 assists to motorists on the Orange County freeway system.



Project O

Regional Capacity Program

Status: 2015 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. On October 24, 2014, local agencies submitted 27 applications for funding. During the quarter, the review of submitted applications began; 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, five grade separation projects are under construction and two are complete (Kraemer and Placentia).

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

Kraemer Boulevard Grade Separation



Status: PROJECT COMPLETE

Summary: The project located at Kraemer Boulevard railroad crossing is now grade separated and open to traffic. The project separated the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014 to commemorate the opening. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities. The contractor will continue with plant establishment work through next quarter.

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

Continues on the next page...



...Project O continued from previous page

Lakeview Avenue Grade Separation

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

Status: Construction Underway

Summary: The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfigure the intersection of Lakeview and Orangethorpe. Construction began on July 1, 2014. Project activities this quarter included advanced utility relocation work, sewer and street drainage facility work, waterlines, and retaining wall construction. Construction progress is approximately 15 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 railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction, which continued during the quarter. On December 8, 2014 the Board approved an amendment to the cooperative agreement to allow for additional necessary design services. Construction activities this quarter included pile driving for retaining walls and bridge abutments, utility relocation, clearing and grading, and demolition of the Miller Avenue Bridge. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014. Chapman Avenue will be closed on January 5, 2015 for approximately 8 months; extensive public outreach efforts have been performed to notify the public of the upcoming closure. Construction progress is approximately 33 percent complete and the project is expected to be completed by mid-2016.

Placentia Avenue Grade Separation



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

Status: PROJECT COMPLETE

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

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 crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA will provide construction oversight, public outreach, railroad coordination and right-of-way support. Construction began on June 2, 2014. Activities this quarter included advanced utility work, site clearing, Fullerton Creek Channel improvements, various street drainage facility work, and railroad retaining wall construction. Construction progress is approximately 3 percent complete and is expected to be complete in early 2018.

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

State College Boulevard Grade Separation

Status: Construction Underway

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter included retaining wall shoring, various street drainage facility work, railroad retaining wall construction, as well as sewer, waterline and advanced utility relocation work. The intersection of State College Boulevard and East Valencia Drive will be closed on January 9, 2015 for approximately 2.5 years to allow for the construction of the new bridge at the railroad tracks. Extensive public outreach efforts have been performed to notify the public of the upcoming closure. Construction progress is approximately 20 percent complete and is expected to be completed 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 railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction, which continued during the quarter. Activities this quarter included completion of the bypass road with a temporary railroad crossing. The bypass road and new Del Cerro Drive were opened to traffic on October 5, 2014. Paving and grading work continued, as well as the construction of retaining walls, placement of traffic signals, and work on drainage facilities. Construction progress is approximately 40 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 1,413 intersections along 363 miles of streets. There have been four rounds of funding to date, providing a total of 62 projects with more than \$40 million in funding awarded by the OCTA Board since 2011.

Sixteen fiscal year (FY) 2010-11 Regional Traffic Signal Synchronization Program (RTSSP) projects are all underway. Fifteen of the sixteen projects are now complete and include new signal timing and signal system improvements. One project remains and is anticipated to be complete by June 30, 2015. These projects synchronize 550 intersections on 151 miles of roadways.

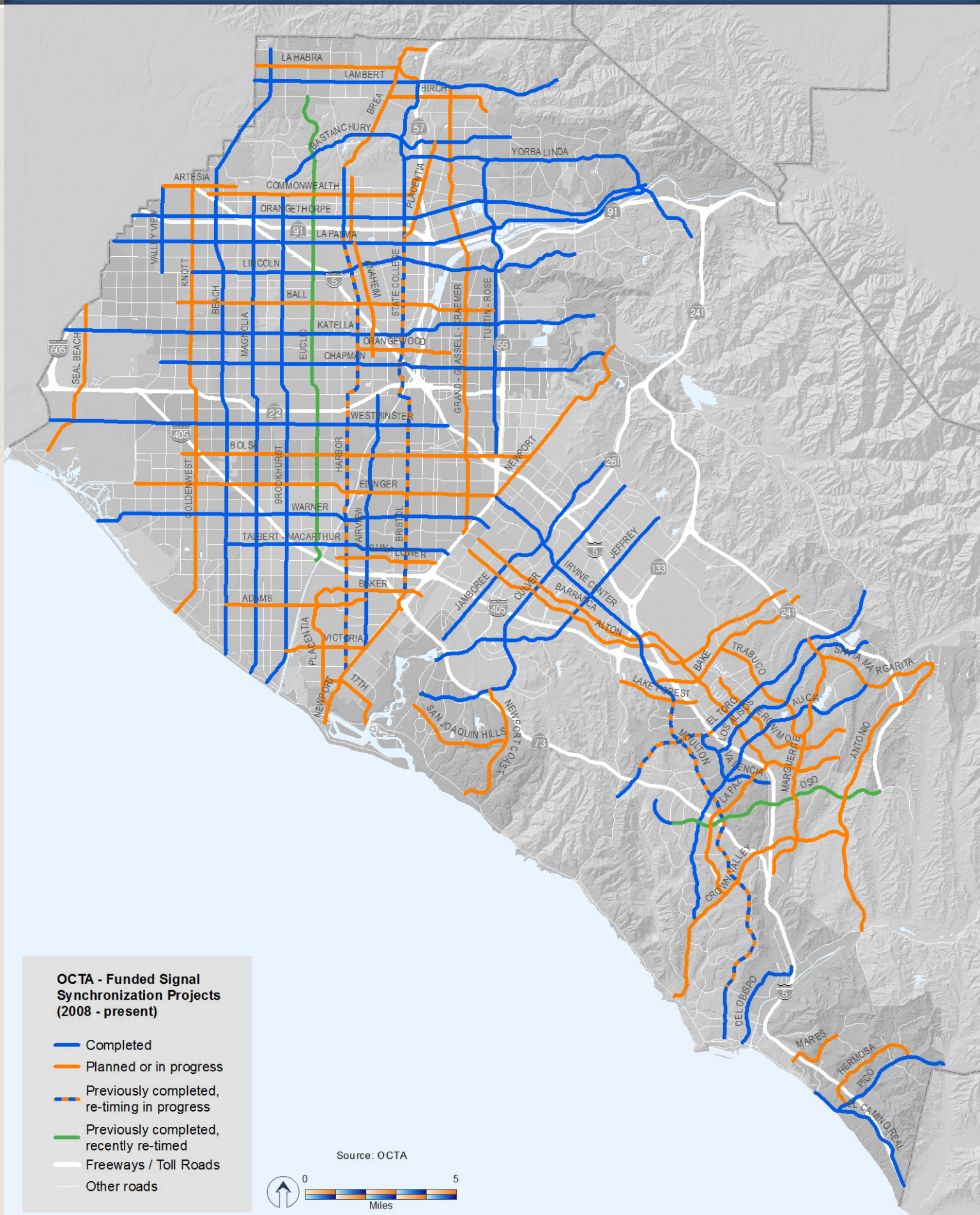
Twenty-three FY 2011-12 RTSSP projects are underway with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in December 2015.

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

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.

On October 13, 2014, the Board of Directors approved a new bench of four on-call traffic engineering consulting firms to assist OCTA in producing Project P projects when OCTA is designated as project lead. This bench of consultants will provide services for OCTA-led projects awarded in FY 2013-2014, FY 2014-2015, and FY 2015-2016.

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 closed on October 24, 2014. Recommendations for project funding will be determined early next quarter; it is anticipated that these recommendations will go to the Board for approval 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 \$151 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. Despite OCTA’s efforts in marketing, ridership on the intra-county MSEP trains remains lower than desired. Efforts are underway to increase the ridership through a redeployment of the trains, without significantly impacting operating costs on these trains. Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles County, but this is contingent on available funding and cooperation with involved partners.

Staff continues to work with the Burlington Northern Santa Fe Railroad (BNSF), the Riverside County Transportation Commission (RCTC), and the Los Angeles County Metropolitan Transportation Authority (Metro) to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. RCTC, Metro and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains north of Fullerton.



Project R continued from the previous page...

OCTA is also working with RCTC and Metro on a parallel path to adjust schedules in April 2015 to improve Metrolink service in Orange County on the Orange County – Inland Empire, and SR-91 Lines by offering new connections that fill gaps in the existing schedule.

Rail Line & Station Improvements

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

Sand Canyon Avenue Grade Separation

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

Status: Open to Traffic

Summary: The project located at Sand Canyon Avenue railroad crossing is now grade separated and open to traffic. The project grade separated the local street from railroad tracks in the city of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014 and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. Though currently open to traffic, project work continues and includes work on the pump station, storm drains, fencing, water line, sewer line, street lighting, traffic signalization and pavement preparation. The project completion has been extended to February 2015 due to ongoing storm drain and pump station work. Construction is approximately 92 percent complete. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Project S

Transit Extensions to Metrolink

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



Project S continued from the previous page...

Anaheim Rapid Connection (ARC) Project

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

Status: Environmental Phase Underway

Summary: The Anaheim Rapid Connection project (ARC) will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. Preparation of environmental documentation for the ARC Project is underway. To address concerns regarding project costs and right-of-way needs, the Anaheim City Council has requested that additional alignment alternatives be evaluated during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule, project definition and supporting technical studies for review and comment in late January. Completion of the environmental phase is anticipated in 2016. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

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

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

Status: Finalizing Environmental Phase

Summary: The Santa Ana-Garden Grove Fixed Guideway Project (Street Car 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. In October 2014, OCTA and the City of Santa Ana transmitted the Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) to the Federal Transit Administration (FTA). In December, the FTA authorized the release of the REA/FEIR; the Santa Ana City Council is expected to certify the REA/FEIR in January 2015 and FTA is expected to 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. On October 27, 2014, OCTA released a Request for Proposals to procure project management consultant services for the engineering and construction phases of the project. OCTA is currently reviewing proposals submitted and expects to seek Board approval for the consultant selection on February 23, 2015. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Bus and Station Van Extension Projects

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

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

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



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: Facility Opened

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the city of Anaheim, which connects OCTA bus service, Metrolink, Amtrak, shuttles and charter bus service, taxis, bikes, and other public/private transportation, as well as, accommodates future high-speed trains. This quarter, construction work on the site, rail corridor, and terminal building were substantially completed. The former station is no longer in use with the ARTIC opening. The City of Anaheim, who lead the construction effort, opened the facility to rail and bus service on December 6, 2014, held a ribbon cutting ceremony on December 8, 2014 and a grand opening celebration on December 13, 2014. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated in the first half of 2015.



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 \$26 million in Project U funding has been provided under M2.

Senior Mobility Program (SMP)

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

Status: Ongoing

Summary: This program provides one percent of M2 net revenues to continue and expand local community transportation service for seniors under the SMP. Including this quarter and since inception of the program, more than 908,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$411,000 in SMP funding was paid out to the 30 participating cities in the month of November*.

**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 232,000 SNEMT boardings have been provided. This quarter, more than \$436,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out in the month of November*.

**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 \$925,520 in revenue was allocated this quarter to support the Fare Stabilization Program. Throughout the quarter approximately 3,535,255 program related boardings were recorded on fixed route and ACCESS services. The amount of funding utilized each quarter varies based on ridership. It is anticipated that all of the funding allocated this quarter will be utilized to stabilize fares for the second 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 Cities of Lake Forest and La Habra; 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. OCTA staff presented a staff report to the Technical Advisory Committee on October 22, 2014 requesting letters of interest for the next call for projects. These letters were due to OCTA by December 31, 2014; seven letters of interest were received. Staff will go to the Board in February to provide a status report on the project. Subsequently, staff will work with local agencies to develop guidelines for use in the next call for projects (with a schedule to be determined).



Project W

Safe Transit Stops

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

Status: Executing Agreement Documents

Summary: This project provides for passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters and lighting. At the July 14, 2014 Board meeting, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops' funding, seven cities applied for funds, and 51 projects will be funded per the July Board approval. This quarter, staff continued to work with local agencies to develop letter agreements to allow the use of funds; these agreements will be complete in January 2015. Per the established guidelines, local agencies have until June 30, 2015 to award the contracts for the projects funded with Project W. Local agencies can request up to 24 months delay during the semi-annual review process to extend the contract award timeline. This timeframe establishes project duration. Information on project implementation status will be provided next quarter.



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 continues to work with the M2 Allocation Committee to recommend the appropriate timing of a third Tier 2 Call for Projects (possibly mid-2016).

In September 2014, OCTA received a prestigious award for its innovative efforts to improve water quality across Orange County. The award, for Outstanding Stormwater Implementation Program in California, recognizes OCTA for best management practices under the Measure M2 Environmental Cleanup Program. The award comes from the California Stormwater Quality Association, the state's authority on stormwater management, recognized nationally for its technical contributions to stormwater management and for its leadership role in setting policies on such issues.



Part of Projects A-M

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

Freeway Mitigation Program

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

Summary: The Freeway Mitigation Program (Mitigation Program) provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of Projects A-M. The Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and 11 restoration projects approved by the OCTA Board of Directors (Board), totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were publicly released on November 7, 2014. The public will have an opportunity (90 day comment period) to provide input on the NCCP/HCP and EIR/EIS; the public comment period will end on February 6, 2015. Two public meetings have been held to date, one on November 20, 2014 at OCTA and another on December 3, 2014 at the Rancho Santa Margarita City Hall. Comments received during the public comment period 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 spring of 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 sixth property, along with any future acquired property, will be the subject of future releases once biological surveys have been conducted and will follow a similar process.

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 continues to work with an Environmental Oversight Committee* (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, which was then approved by the Board.

Measure M2

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ENVIRONMENTAL



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



Program Management Office

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

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

M2 Ordinance Matrix

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

M2020 Plan Review

The PMO regularly reviews progress on the M2020 Plan. The last comprehensive review was September 2013 and will occur again in 2015. The objective of the review is to assess the delivery summary relative to current schedule, revenue projections and overall project information. Staff had planned to provide a separate update on the progress of the M2020 Plan as a whole to the Board in March 2015. However, since schedules on a few key freeway projects are currently being analyzed, staff will hold on the review until project schedules are updated. In the meantime, page one through 4 of this report includes an update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan and the accompanying staff report provides an overview of challenges.

10-Year Review

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO 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 M2 Ten-Year review. Additional research and analysis will be performed to review all elements as identified in Ordinance No. 3. The completion of the review is planned for no later than early 2017 but would likely complete by mid-2016. Staff will update the Board quarterly as part of these M2 progress reports and return to the Board with a framework for the delivery of the required M2 Ten-Year Comprehensive Review in summer 2015.



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2012-2015 M2 Performance Assessment Update

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and this one will review the time period of July 1, 2012 through June 30, 2015. The PMO is currently developing a scope of work to hire a consultant to conduct the performance review which is planned to begin in July and is anticipated to take approximately six months to complete. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee for information and to the Board for review and action.

Measure M1 Closeout

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

M2 Administrative Cost Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with 1 percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the EAP in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the above mentioned factors, OCTA has incurred higher than 1 percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the 1 percent, with the understanding that those funds will be repaid with interest in future 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



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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. During the quarter, staff met on October 15, 2014 to review the 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. Staff will meet again on January 21, 2015 to conduct this quarterly review.

Taxpayer Oversight Committee

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



M2 Financing

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

Revenue Forecast and Collection

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

Current Forecast

Based on updated long term forecasts received in May, OCTA staff forecasts total nominal sales tax collections over the life of M2 will be approximately \$15.8 billion. This incorporates the Board's desire to be conservative. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$15.8 billion sales tax revenue will run approximately \$8.5 billion (35%) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program varies based on actual sales tax receipts. The FY 2014-15 M2 sales tax budget is based on a sales tax growth rate of 6.7%. Final sales tax receipts for the first quarter were received in December and sales tax revenue grew 5.5% over the first quarter of the prior fiscal year. Though sales tax growth was less than the budgeted growth rate, given that sales tax receipts were strong at 5.5% and are only through the first quarter of FY 2014-15, the total program sales tax estimate will remain at \$15.8 billion.

Measure M2

Progress Report



REVENUE & EXPENDITURES

Measure M2 Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2014 (Unaudited)

Schedule 1

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2014	Year to Date Dec 31, 2014	Period from Inception to Dec 31, 2014
	(A)	(A)	(B)
Revenues:			
Sales taxes	\$ 84,403	\$ 150,270	\$ 1,008,085
Other agencies' share of Measure M2 costs:			
Project related	26,843	33,858	311,271
Non-project related	-	196	330
Interest:			
Operating:			
Non-project related	1,107	2,272	8,081
Bond proceeds	(337)	2,543	24,190
Debt service	1	1	39
Commercial paper	-	-	393
Right-of-way leases	38	87	669
Miscellaneous			
Project related	-	(181)	17
Non-project related	-	-	7
Total revenues	<u>112,055</u>	<u>189,046</u>	<u>1,353,082</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	819	1,638	10,568
Professional services:			
Project related	6,969	7,874	189,889
Non-project related	329	477	11,800
Administration costs:			
Project related	1,905	3,810	31,165
Non-project related :			
Salaries and Benefits	463	926	12,915
Other	924	1,848	19,356
Other:			
Project related	41	70	1,284
Non-project related	17	25	3,591
Payments to local agencies:			
Project related	18,888	32,088	420,329
Capital outlay:			
Project related	24,685	37,411	391,273
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	13,010
Interest on long-term debt and commercial paper	7	10,979	82,950
Total expenditures	<u>55,047</u>	<u>97,146</u>	<u>1,188,161</u>
Excess (deficiency) of revenues over (under) expenditures	<u>57,008</u>	<u>91,900</u>	<u>164,921</u>
Other financing sources (uses):			
Transfers out:			
Project related	(624)	(1,087)	(9,767)
Transfers in:			
Project related	-	-	45,278
Non-project related	-	-	7,394
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(624)</u>	<u>(1,087)</u>	<u>401,498</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 56,384</u>	<u>\$ 90,813</u>	<u>\$ 566,419</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service) as of December 31, 2014 (Unaudited)

Schedule 2

(\$ in thousands)	Quarter Ended Dec 31, 2014 (actual)	Year Ended Dec 31, 2014 (actual)	Period from Inception through Dec 31, 2014 (actual)	Period from January 1, 2015 through March 31, 2041 (forecast)	Total
	(C.1)	(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 84,403	\$ 150,270	\$ 1,008,085	\$ 14,751,667	\$ 15,759,752
Operating interest	1,107	2,272	8,081	408,616	416,697
Subtotal	<u>85,510</u>	<u>152,542</u>	<u>1,016,166</u>	<u>15,160,283</u>	<u>16,176,449</u>
Other agencies share of M2 costs	-	196	330	-	330
Miscellaneous	-	-	7	-	7
Total revenues	<u>85,510</u>	<u>152,738</u>	<u>1,016,503</u>	<u>15,160,283</u>	<u>16,176,786</u>
Administrative expenditures:					
SBOE fees	819	1,638	10,568	221,364	231,932
Professional services	206	264	8,025	100,142	108,167
Administration costs :					
Salaries and Benefits	463	926	12,915	147,493	160,408
Other	924	1,848	19,356	208,467	227,823
Other	17	25	3,591	25,362	28,953
Capital outlay	-	-	31	-	31
Environmental cleanup	712	829	7,171	295,033	302,204
Total expenditures	<u>3,141</u>	<u>5,530</u>	<u>61,657</u>	<u>997,861</u>	<u>1,059,518</u>
Net revenues	<u>\$ 82,369</u>	<u>\$ 147,208</u>	<u>\$ 954,846</u>	<u>\$ 14,162,422</u>	<u>\$ 15,117,268</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	(337)	2,543	24,190	25,760	49,950
Interest revenue from debt service funds	1	1	39	54	93
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>(336)</u>	<u>2,544</u>	<u>383,215</u>	<u>1,475,814</u>	<u>1,859,029</u>
Financing expenditures and uses:					
Professional services	123	213	3,775	12,340	16,115
Bond debt principal	-	-	13,010	1,795,540	1,808,550
Bond debt and other interest expense	7	10,979	82,950	1,428,069	1,511,019
Total financing expenditures and uses	<u>130</u>	<u>11,192</u>	<u>99,735</u>	<u>3,235,949</u>	<u>3,335,684</u>
Net bond revenues (debt service)	<u>\$ (466)</u>	<u>\$ (8,648)</u>	<u>\$ 283,480</u>	<u>\$ (1,760,135)</u>	<u>\$ (1,476,655)</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Revenues and Expenditures

Summary as of December 31, 2014 (Unaudited)

Schedule 3

Project	Description	Net Revenues Program to Date Actual	Total Net Revenues	M2 Project Budget	Total Net Revenues to M2 Project Budget	Expenditures through Dec 31, 2014	Reimbursements through Dec 31, 2014	Net Project Cost	Percent of Budget Expended
(G)		(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)
(\$ in thousands)									
Freeways (43% of Net Revenues)									
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 37,635	\$ 595,849	\$ 594,917	\$ 932	\$ 2,032	\$ 2	\$ 2,030	0.3%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	94,905	1,502,554	1,281,015	221,539	46,927	11,684	35,243	2.8%
E	SR-22 Garden Grove Freeway Access Improvements	9,610	152,132	152,132	-	4	-	4	0.0%
F	SR-55 Costa Mesa Freeway Improvements	29,308	464,001	460,482	3,519	6,594	23	6,571	1.4%
G	SR-57 Orange Freeway Improvements	20,715	327,970	306,794	21,176	43,369	9,653	33,716	11.0%
H,I,J	SR-91 Riverside Freeway Improvements	72,764	1,152,017	1,140,298	11,719	36,018	6,510	29,508	2.6%
K,L	I-405 San Diego Freeway Improvements	111,505	1,765,361	860,092	905,269	23,899	873	23,026	2.7%
M	I-605 Freeway Access Improvements	1,602	25,355	25,355	-	454	16	438	1.7%
N	All Freeway Service Patrol	12,011	190,165	190,165	-	79	-	79	0.0%
	Freeway Mitigation	20,529	325,021	297,973	27,048	39,621	1,688	37,933	12.7%
	Subtotal Projects	410,584	6,500,425	5,309,223	1,191,202	198,997	30,449	168,548	
	Net (Bond Revenue)/Debt Service	-	-	1,191,202	(1,191,202)	21,849	-	21,849	
	Total Freeways	\$ 410,584	\$ 6,500,425	\$ 6,500,425	\$ -	\$ 220,846	\$ 30,449	\$ 190,397	25.7%
	%								
Street and Roads Projects (32% of Net Revenues)									
O	Regional Capacity Program	\$ 95,486	\$ 1,511,746	\$ 1,401,821	\$ 109,925	\$ 418,756	\$ 193,721	\$ 225,035	16.1%
P	Regional Traffic Signal Synchronization Program	38,193	604,671	604,391	280	11,630	1,257	10,373	1.7%
Q	Local Fair Share Program	171,872	2,721,108	2,721,108	-	152,111	77	152,034	5.6%
	Subtotal Projects	305,551	4,837,525	4,727,320	110,205	582,497	195,055	387,442	
	Net (Bond Revenue)/Debt Service	-	-	110,205	(110,205)	25,433	-	25,433	
	Total Street and Roads Projects	\$ 305,551	\$ 4,837,525	\$ 4,837,525	\$ -	\$ 607,930	\$ 195,055	\$ 412,875	55.7%
	%								
(\$ in thousands)									
Transit Projects (25% of Net Revenues)									
R	High Frequency Metrolink Service	\$ 85,479	\$ 1,353,321	\$ 1,302,635	\$ 50,686	\$ 152,703	\$ 79,618	\$ 73,085	5.6%
S	Transit Extensions to Metrolink	84,291	1,334,505	1,253,265	81,240	1,874	775	1,099	0.1%
T	Metrolink Gateways	19,100	302,399	259,184	43,215	74,470	50,939	23,531	9.1%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	28,642	453,465	453,465	-	25,266	17	25,249	5.6%
V	Community Based Transit/Circulators	19,092	302,265	302,265	-	672	64	608	0.2%
W	Safe Transit Stops	2,107	33,363	33,363	-	57	26	31	0.1%
	Subtotal Projects	238,711	3,779,318	3,604,177	175,141	255,042	131,439	123,603	
	Net (Bond Revenue)/Debt Service	-	-	175,141	(175,141)	14,796	-	14,796	
	Total Transit Projects	\$ 238,711	\$ 3,779,318	\$ 3,779,318	\$ -	\$ 269,838	\$ 131,439	\$ 138,399	18.7%
	%								
	Measure M2 Program	\$ 954,846	\$ 15,117,268	\$ 15,117,268	\$ -	\$ 1,098,614	\$ 356,943	\$ 741,671	
	%								
(\$ in thousands)									
Environmental Cleanup (2% of Revenues)									
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 20,323	\$ 323,529	\$ 323,422	\$ 107	\$ 7,171	\$ 292	\$ 6,879	2.1%
	Net (Bond Revenue)/Debt Service	-	-	107	(107)	25	-	25	
	Total Environmental Cleanup	\$ 20,323	\$ 323,529	\$ 323,529	\$ -	\$ 7,196	\$ 292	\$ 6,904	0.7%
	%								
Taxpayer Safeguards and Audits									
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 15,121	\$ 236,396	\$ 236,396	\$ -	\$ 10,568	\$ -	\$ 10,568	4.5%
	%								1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 10,162	\$ 161,764	\$ 161,764	\$ -	\$ 12,915	\$ 2,753	\$ 10,162	6.3%
	%								1.0%

Measure M2

Progress Report

LOCAL FAIR SHARE



ENTITY	FY 2014-2015 SECOND QUARTER M2 FUNDS	M2 FUNDS TO DATE
Aliso Viejo	\$98,648.81	\$1,892,678.89
Anaheim	\$850,470.28	\$16,303,364.03
Brea	\$139,344.34	\$2,776,910.24
Buena Park	\$234,250.78	\$4,447,348.05
Costa Mesa	\$354,520.22	\$6,851,283.12
Cypress	\$133,102.14	\$2,599,242.64
Dana Point	\$80,278.70	\$1,577,524.01
Fountain Valley	\$155,714.86	\$3,015,246.14
Fullerton	\$323,862.52	\$6,237,134.90
Garden Grove	\$372,037.79	\$7,171,904.65
Huntington Beach	\$481,149.36	\$9,328,109.06
Irvine	\$661,681.47	\$12,291,984.83
Laguna Beach	\$62,785.74	\$1,211,956.73
Laguna Hills	\$85,138.34	\$1,639,143.46
Laguna Niguel	\$165,223.39	\$3,231,118.80
Laguna Woods	\$31,974.96	\$622,632.92
La Habra	\$130,518.45	\$2,562,352.79
Lake Forest	\$195,327.08	\$3,740,745.44

Measure M2

Progress Report

LOCAL FAIRSAHRE



ENTITY

FY 2014-2015 SECOND QUARTER M2 FUNDS

M2 FUNDS TO DATE

La Palma	\$37,100.81	\$862,735.85
Los Alamitos	\$32,501.72	\$619,939.66
Mission Viejo	\$230,658.25	\$4,505,280.80
Newport Beach	\$267,140.19	\$5,243,944.40
Orange	\$408,326.38	\$7,827,797.80
Placentia	\$117,950.76	\$2,267,402.29
Rancho Santa Margarita	\$106,145.23	\$2,039,223.48
San Clemente	\$137,692.42	\$2,662,164.38
San Juan Capistrano	\$95,414.17	\$1,821,710.72
Santa Ana	\$686,663.67	\$13,266,651.43
Seal Beach	\$63,138.02	\$1,266,599.28
Stanton	\$74,569.40	\$1,453,406.62
Tustin	\$221,971.44	\$4,218,025.76
Villa Park	\$12,998.36	\$249,433.12
Westminster	\$211,605.33	\$4,098,889.74
Yorba Linda	\$148,236.61	\$2,867,180.08
County Unincorporated	\$449,103.15	\$8,650,036.21
Total M2 Funds	\$7,857,245.14	\$151,421,102.32

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved
 Green = Forecast milestone meets or exceeds plan
 Yellow = Forecast milestone is one to three months later than plan
 Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
FREEWAY PROJECTS					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$94.3	Jun-09	Oct-11	Oct-13	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$60.2	Jun-09	Oct-11	Jan-13	Sep-16
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$80.7	Sep-05	Jun-09	Dec-11	Sep-15
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jul-15	Mar-17
I-5, SR-73 to Oso Parkway	\$152.3	Sep-11	Jun-14	TBD	TBD
Project C & D	\$152.3	Oct-11	May-14	Nov-17	Aug-22
I-5, Oso Parkway to Alicia Parkway	\$195.1	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$195.1	Oct-11	May-14	Jun-17	Mar-22
I-5, Alicia Parkway to El Toro Road	\$134.2	Sep-11	Jun-14	TBD	TBD
Project C	\$134.2	Oct-11	May-14	Jan-18	Jul-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Oct-16	Sep-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	May-14	Apr-17	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$42.3	Jun-11	Feb-15	Jan-17	Nov-19

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

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

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

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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Apr-16	Jul-19	May-23
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Feb-16	Aug-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Oct-15	Oct-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	Feb-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	Jul-15	Jan-17
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$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

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

Measure M2

Progress Report

CAPITAL ACTION PLAN



Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Feb-14	Sep-16	TBD	TBD
Project I	TBD	Jan-15	Sep-17	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.8	Jul-08	May-11	Feb-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$80.2	Jul-07	Apr-09	Aug-10	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	Feb-13	Jan-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Dec-08	Jan-11
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	Aug-17	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,254.5	Mar-09	May-15	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
GRADE SEPARATION PROJECTS					
Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.2	N/A	Sep-03	Jul-10	Apr-15
Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$115.7	Feb-09	Nov-09	Dec-12	Aug-18
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.8	Dec-08	Apr-11	Feb-13	May-18

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Measure M2

Progress Report

CAPITAL ACTION PLAN



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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.6	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.3	Jan-01	Sep-09	Jul-10	Dec-14
Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.6	Jan-01	Sep-09	Oct-11	Sep-16
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$99.2	Jan-01	Sep-09	Jul-11	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$96.2	Jan-01	Sep-09	Jan-13	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	Oct-14	Jun-16	TBD	TBD
RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.4	Sep-10	Jul-11	Jun-12	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	TBD	TBD
Project R	\$25.3	Aug-11	Mar-14	Feb-16	Aug-18
Anaheim Rapid Connection (Schedule on Hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	Jan-09	Dec-15	TBD	TBD

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

Measure M2

Progress Report

CAPITAL ACTION PLAN



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

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

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

LOS ANGELES

SAN BERNARDINO

ORANGE COUNTY

California

RIVERSIDE

SAN DIEGO

