




**September 11, 2015**

**To:** Executive Committee

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

**Subject:** Measure M2 Quarterly Progress Report for the Period of April 2015 Through June 2015 and Ten-Year Review Update

**Overview**

Staff has prepared a Measure M2 quarterly progress report for the period of April 2015 through June 2015, along with a Ten-Year Review update for 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), a 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.

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

All M2 progress reports are posted online for public review. Additionally, Ordinance No. 3 also requires a Ten-Year Review which is currently underway, and a brief update on staff's progress in conducting this review is included in this report.

### ***Discussion***

This quarterly report reflects current activities and progress within the overall M2 Program for the period of April 1, 2015 through June 30, 2015 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information included in the Capital Action Plan, Local Fair Share Program, and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception through June 2015.

### **M2020 Plan**

Pages one through four of Attachment A (in every M2 quarterly report) include OCTA's progress on delivering the 14 objectives identified in the M2020 Plan. In summary, all 14 objectives are on track to be delivered as adopted by the Board. The Program Management Office (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.

Additionally, Attachment A includes a summary of M2 PMO activities that have taken place during the quarter. One area in particular is highlighted below.

### **M2 Ten-Year Review**

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO is leading the Ten-Year Review with participation from each of the divisions. On April 13, 2015, staff presented to the Board the outline of the activities and identified the following objectives:

1. Research and identify external policy and/or regulatory changes at the local, state, and federal level, as well as changes in land use, travel, and growth projections that require consideration.
2. Evaluate current project and program cost estimates, and the financial capacity of the sales tax revenue through 2041 to confirm Plan delivery.

3. Review M2 program and project elements to determine if there are performance issues or constraints to the promised delivery.
4. Assess public and stakeholder support for the Plan.
5. Identify OCTA and local jurisdictions progress in implementing the Plan.

The review is well underway with research and analysis taking place. Three of the five objectives are nearly complete. The bulk of the remaining work will focus on evaluating the financial capacity of the M2 Program, as well as assessing public and stakeholder support. In addition to the regular updates provided in these quarterly reports, staff anticipates bringing a draft Ten-Year Review report to the Board in October 2015. A final report for the Board's review is planned for November 2015.

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

- The final environmental document and the final project report for Interstate 5 (I-5), between State Route 55 (SR-55) and State Route 57 (SR-57) was approved by the California Department of Transportation (Caltrans), respectively, on April 8, 2015 and May 1, 2015. The design phase began on June 30, 2015 (Project A).
- The project study report/project development support (PSR/PDS) document for Interstate 605 (I-605)/Katella Avenue was approved by Caltrans. This is the final M2 freeway project to complete the PSR/PDS phase of work. The project is now eligible to advance to the environmental phase of the project development process.
- Staff completed review of Letters of Interest submitted by eight local agencies and conducted meetings with the ten agencies that expressed interest in the Community-Based Transit Circulator (Project V). On June 24, 2015, OCTA held a Project V Workshop with the Technical Advisory Committee (TAC) to obtain feedback on the guidelines and provide information to encourage applicants for the next call for projects (call). Staff plans to present the revised Project V Guidelines to the TAC in August 2015, and to the Board in October 2015, as well as announce the next call.
- With the successful conclusion of the environmental phase for the Santa Ana/Garden Grove OC Streetcar Project (Project S), OCTA has assumed lead agency responsibility. On April 14, 2015, OCTA hosted a

project update and alignment tour meeting with staff from the Federal Transit Administration (FTA) Headquarters and their local Region 9 office. During this meeting, the FTA expressed strong support for the project. On May 5, 2015, the FTA formally approved the project to move into the project development phase of the federal New Starts Program. Consistent with guidance provided by FTA during the April meeting, OCTA staff is currently working on the project application for entry into engineering for submission in September 2015.

- On April 27, 2015, the Board authorized the design-build cooperative agreement for the Interstate 405 (I-405) Project (Project), between State Route 73 (SR-73) and I-605 (Project K), approved the terms and conditions negotiated with Caltrans, and directed staff to take steps to implement the Project preferred alternative.
- On June 8, 2015, the Board approved the selection of Jacobs Project Management Co. to provide construction management services for Project K. Also on June 8, 2015, the Board approved an amendment to the agreement with Parsons Transportation Group to prepare an Investment Grade Traffic and Revenue Study for the Project. During the quarter, the federal Record of Decision was issued on May 15, 2015, and the state Notice of Determination was issued on June 17, 2015. In addition, the revised design-build request for qualifications was issued on May 28, 2015.
- At the April 13, 2015 Board meeting, the Board approved project funding for the fifth round of the Regional Capacity Program (Project O). This brings the total projects funded to 103, with a total of \$193 million awarded by the Board since 2011.
- Also on April 13, 2015, the Board approved funding for the fifth round in the Regional Traffic Signal Synchronization Program (RTSSP) (Project P). This brings the total projects funded to 72, with a total of \$57.1 million awarded since 2011.
- On April 5, 2015, several schedule changes to the Metrolink Service Expansion Program (Project R) service were made effective. A new connection was added between the 91 Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Staff will continue to monitor ridership on these trains, but initial data through June 2015 indicates ridership increased as a result of these schedule changes.

- The fifth Tier 1 call for environmental cleanup projects (Project X) was completed on May 15, 2015. A total of 26 applications were received from 21 agencies. Staff anticipates seeking Board approval for Tier 1 funding recommendations in August 2015.

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

- On July 13, 2015 the Board approved a draft memorandum of understanding between OCTA and the City of Santa Ana for the OC Streetcar Project (Project S), outlining general terms and conditions for project development, implementation, and operations and maintenance of the project. The Board also adopted findings and facts as required by the California Environmental Quality Act regarding the environmental impact report for the project that was prepared by the City of Santa Ana.
- Invitation for bids for construction of the Laguna Niguel/Mission Viejo Metrolink Station Improvements to provide Americans with Disabilities Act compliant access ramps to the existing pedestrian undercrossing was released by the Board on July 27, 2015, with the bid opening on August 27, 2015. This project is anticipated to seek Board approval for construction at the October 26, 2015 meeting.
- On July 27, 2015, the Board officially named the Santa Ana/Garden Grove Streetcar the OC Streetcar (Project S), which will assist in the public outreach and marketing program to create awareness of and interest in this new service scheduled to start operation in 2019.
- With direction from the Board on August 10, 2015, OCTA staff is working with Caltrans to enter into a cooperative agreement to provide independent quality assurance and approvals for the preparation of the environmental document for the SR-55 project between I-5 and State Route 91 (SR-91).
- The request for proposals for consultant services to prepare the environmental document for SR-55, from I-5 to SR-91, was issued on August 10, 2015, following Board approval.
- With approval by the Board on August 10, 2015, the Comprehensive Transportation Funding Programs Guidelines were revised and the 2016 annual call for the Regional Capacity Program for approximately \$38 million, and the RTSSP for approximately \$12 million was issued.

- On August 10, 2015 the Board approved a list of 18 water quality improvement projects totaling \$2.9 million to receive M2 Environmental Cleanup Program funding.
- The Board granted a one-year extension to the City of La Habra on August 24, 2015 to meet the minimum performance target for the Project V La Habra Shuttle Service Route 103B, and decrease Measure M Project V operating reserve by \$929,820 through 2020.
- A consultant was selected on August 24, 2015 to conduct preliminary engineering and environmental services for the Anaheim Canyon Metrolink Station Project to construct a second main track and platform, lengthen the existing platform, and improve pedestrian circulation, benches, and shade structures.
- On August 24, 2015 the Board approved a funding plan and provided additional direction for continued advancement of the OC Streetcar Project.

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.

The I-405 Project between SR-73 and I-605 currently has an estimated project cost of more than \$1 billion and is, therefore, required by the Federal Highway Administration to go through a rigorous Cost Estimate Review process. In order to be valid, the assessment needs to take place within 12 months of the start of construction. OCTA will perform this analysis early next year to ensure it is conducted within the 12-month window. The results of this effort will determine the final cost estimate.

Caltrans and OCTA continue to work together to move projects forward; however, as with any program, there are a number of issues that remain a challenge. Several projects are the topic of continued discussions between Caltrans and OCTA on the assumptions related to traffic studies for projects in the environmental phase, which include I-5 between SR-55 and I-405 (Project B), I-405 between SR-55 and I-5 (Project L), and SR-91 from SR-57 to SR-55 (Project I). Additionally, staff continues to work with Caltrans to seek approval on the revised traffic operations analysis on SR-55 between I-5 and I-405 (Project F), and to determine roles and responsibilities for the right-of-way phase on the I-5 project between SR-73 and El Toro Road (Project C).

***Summary***

As required by M2 Ordinance No. 3, a quarterly report covering activities from April 2015 through June 2015 is provided to update progress in implementing the M2 Transportation Investment Plan. Additionally, work is well underway on completing the Ten-Year Review, which is also a requirement of Ordinance No. 3. A draft review is planned to be brought to the Board in October 2015. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 quarterly progress report is presented on the OCTA website. Hard copies are available by mail upon request.

***Attachment***

- A. Measure M2 Progress Report – Fourth Quarter of Fiscal Year 2014-15 – April 1, 2015 through June 30, 2015.

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### FOURTH QUARTER HIGHLIGHTS:

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

# Measure M2

## Progress Report



Fourth Quarter of Fiscal Year 2014-15  
 April 1, 2015 through June 30, 2015





# Measure M2

## Progress Report



### SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities **from April 1, 2015 through June 30, 2015** 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

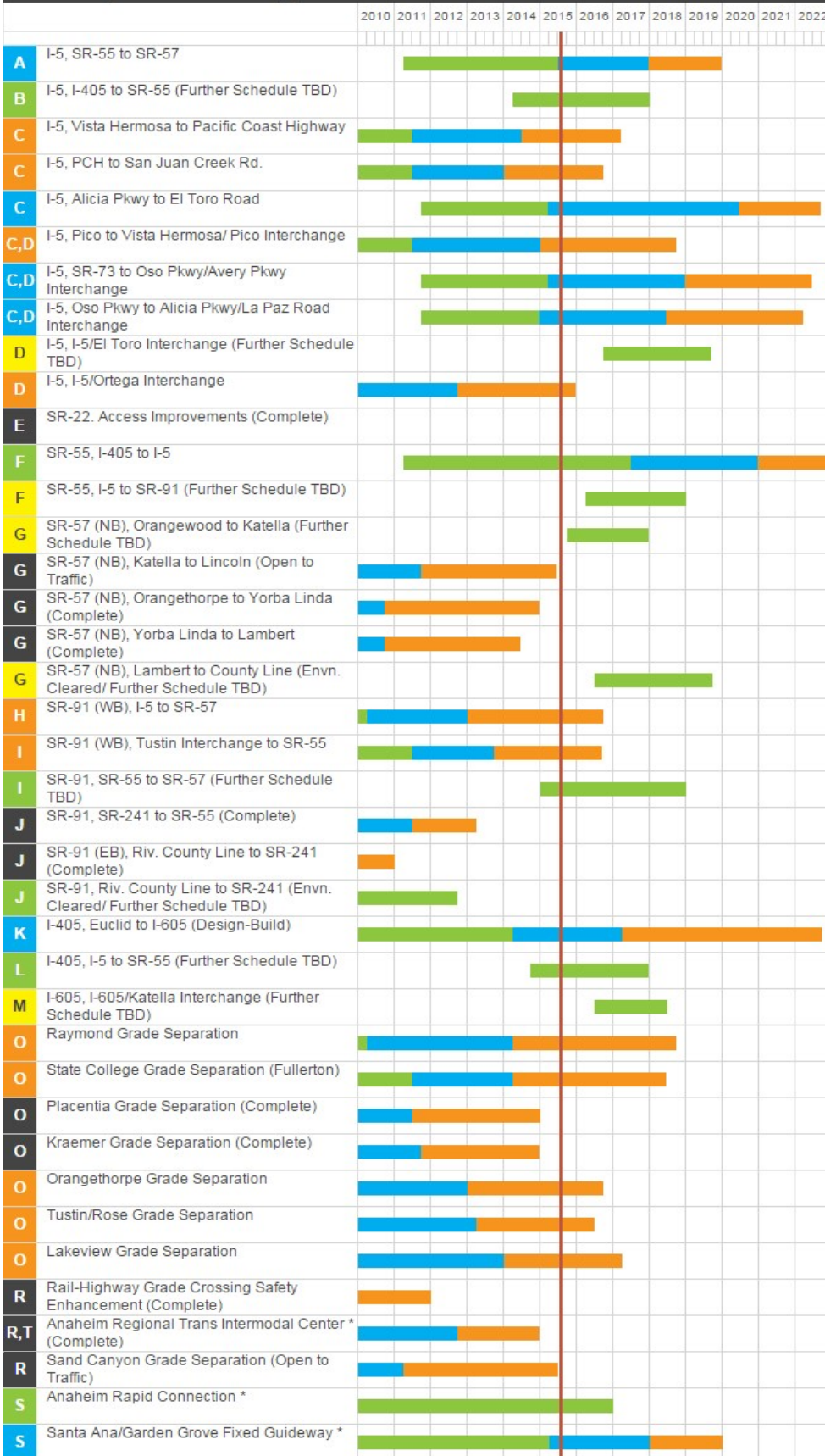
## Progress Report



### Project Schedules

- Conceptual
- Environmental
- Design, Advertise & Award
- Construction
- Completed

#### M2 Projects and Programs



\* Projects managed by local agencies.

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

Shown schedules are subject to change.

# Measure M2

## Progress Report

### M2 DELIVERY RISK UPDATE



**Key:**

One To Watch

At Risk

### M2 Delivery Risk Update

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

	Delivery Risk	Explanation	Proposed Action
1	Delay in project phases affecting overall costs and ability to deliver projects. Caltrans and OCTA maintain varying perspectives with regard to freeway program delivery.	A critical factor in delivering M2 is keeping project costs and schedules on target. All projects must remain on-track to ensure overall Plan delivery. Additionally, Caltrans and OCTA must remain coordinated, despite varying charges. OCTA is the funding agency, whose M2 mandate is to deliver projects promised to the voters while limiting impacts to the community. Caltrans' strategy is to address ultimate need for long-term solutions whenever possible. The challenge is how to balance these strategies.	Identify critical program activities and develop strategies to minimize delays. OCTA and Caltrans will work together to find common ground and allow for project delivery, which is critical to the success of both agencies. Projects experiencing delays will continue to be highlighted in these quarterly reports as well as divisional metric reports as appropriate. If a project is nearing a critical delay, a separate and specific project staff report will be presented to the Board to ensure awareness.
2	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.	Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. With the exception of Project K (I-405), OCTA relies on our partner Caltrans for this work effort.	OCTA and Caltrans will need to work closely to address the risk associated with Caltrans' limited ROW resources. OCTA and Caltrans are currently in talks to determine ROW lead on the I-5 segment between Oso Parkway and El Toro Road; an item is expected to go to the Board in late summer.
3	Availability of management and technical capabilities to deliver/operate future rail guideway projects.	In February 2015, the OCTA Board approved the procurement of project management consultant services for the upcoming engineering and construction phases of the Santa Ana/Garden Grove O.C. Streetcar Project. The selected project management consultant will assist OCTA in the development of plans related to project delivery, as well as management and operations.	The FTA requires the preparation of a Project Management Plan that OCTA will develop. The plan will demonstrate that we have the technical/ management capacity to construct and operate the OC Streetcar. This will have to be approved by FTA before construction. Rolled into this will be a Risk Management Plan.
4	Changes in priorities over the life of the program.	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.	Staff regularly monitors Plan performance and delivery constraints. This will also be looked at as part of the Ten Year Review process, which will be completed in late 2015 and will be brought to the Board next in October 2015.



## M2020 Plan Update

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

### Progress Update

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

### M2020 Plan Objectives

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

Four 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), SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard and SR-57 between Katella Avenue and Lincoln Avenue (Project G). Additionally, another six projects are currently under construction. Another 3 are in design, this includes the I-5 project between SR-73 and El Toro Road (Project C), the I-405 project between SR-55 and I-605 (Project K) and the I-5 between SR-55 and SR-57. One of the 14 projects is 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: SR-91 between SR-241 and SR-15 (Project J) was cleared as part of RCTC's Corridor Improvement Program. Three 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 four 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 \$246 million in Project O and Project P funds and has paid out nearly \$52 million or 21% 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 \$185 million of Local Fair Share funds (Project Q) has already been distributed to local agencies. Approximately \$55 million will be distributed this FY 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 signalized intersections 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 69 projects with more than \$56.3 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, Orange 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. On April 5, 2015, several schedule changes were made in an effort to improve utilization of the intra-county trains, including creating a new connection between the 91 Line and intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Initial data through June 2015 indicates ridership increases on MSEP as a result of these schedule changes.

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

On April 2015, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact on the Santa Ana/Garden Grove Street Car Project, which completed the environmental phase. The project can now advance into further design and engineering. On May 5, 2015 the FTA formally approved the project to move into the Project Development phase of the federal 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 City of Anaheim is continuing to evaluate alternative alignments during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule, project definition, and supporting technical studies in September 2015. 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 project (Project T).**

The City of Anaheim, which led the construction effort to build the Anaheim Regional Transportation Intermodal Center (ARTIC), opened the facility to rail and bus service on December 6, 2014 with a ribbon cutting ceremony on December 8, 2014 and a grand opening celebration on December 13, 2014. The former Metrolink and Amtrak Anaheim Station is no longer in use and service has shifted to the new location at ARTIC. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated by fall 2015.

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

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

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

On June 24, 2013, the OCTA Board of Directors approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. This has been the only round of funding to date. On February 9, 2015, OCTA staff provided a project status update to the Board. The Board directed staff to meet with local agencies interested in the next Call for Projects, and return with revised Project V Guidelines. Staff anticipates presenting the revised Project V Guidelines to the Technical Advisory Committee in August 2015, and to the Board in October 2015, with the announcement of the 2016 Call for Projects.

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

The Freeway Mitigation Program is proceeding as planned, with seven properties acquired (1,300 acres), and eight of the 11 restoration projects approved by the Board, totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions (inclusive of setting aside 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) are currently being finalized after the public comments period, which closed on February 6, 2015. Comments received during the public comment period will be incorporated into the final NCCP/HCP and EIR/EIS, which is anticipated to be brought to the Board for adoption in late 2015 or early 2016. Staff anticipates the public release of separate preserve specific Resource Management Plans (RMP's) for the five properties within Trabuco and Silverado Canyons to occur in late summer 2015. These RMP's will determine the appropriate management needs (consistent with the NCCP/HCP) of each of the acquired properties. The remaining two properties (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process.

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

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

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

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





## Interstate 5 (I-5) Projects

### Project A

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

**Status:** Final Environmental Document and Project Report Approved and Design Phase to begin soon

**Summary:** This project will increase HOV lane capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the final Environmental Document and the final Project Report was approved by Caltrans respectively on April 8, 2015 and May 1, 2015. The design phase began on June 30, 2015.

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### Project B

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro "Y" and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on the I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the Project Development Team continued engineering and environmental work. The project schedule has been delayed while Caltrans and OCTA management have continued discussions on the traffic methodology for all the projects in environmental phase. This project is marked in red in the Capital Action Plan, indicating at least a three month delay. The draft Project Report and draft Environmental Document are expected to be complete in March 2017, and the final Environmental Document is expected to be complete in December of 2017.

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# Measure M2

## Progress Report

### FREEWAYS



## Project C & Part of Project D

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

**Status:** Design Phase Underway

**Summary:** This project will make improvements along the I-5 between the SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction from Avery Parkway to Alicia Parkway and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, 35% plans are in progress. Major activities this quarter included completing the Field survey, obtaining Caltrans approval for second phase investigation boring locations, and re-configuring the design of the proposed bridge to accommodate three additional feet for bike lanes in each direction of Avery Parkway. Staff continued to work with Caltrans regarding the right-of-way support services cooperative agreement. An agreement must be reached and the cooperative agreement executed soon for the project to stay on schedule. Design work is anticipated to be complete in late 2018, assuming the project is not delayed.

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

**Status:** Design Phase Underway

**Summary:** This project will make improvements along the I-5 between Oso Parkway and Alicia Parkway in the cities of Laguna Hills and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase is currently underway. Major activities this quarter included coordination with local cities and stakeholders on the aesthetics concept plan, coordination with SCRRA, utility potholing and geotechnical investigations, and the submittal of 35% plans to Caltrans. Staff continued to work with Caltrans regarding the right-of-way support services cooperative agreement. An agreement must be reached and the cooperative agreement executed soon for the project to stay on schedule. Design work is anticipated to be complete in 2017, assuming the schedule is not delayed.

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### I-5 (Alicia Parkway to El Toro Road)

**Status:** Begin Design Phase

**Summary:** This project will make improvements along the I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from Alicia Parkway to El Toro Road. This quarter, the design phase began. Staff continued to work with Caltrans regarding the right-of-way support services cooperative agreement. An agreement must be reached and the cooperative agreement executed soon for the project to stay on schedule. Design work is anticipated to be complete in 2018, assuming the schedule is not delayed.

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# Measure M2

## Progress Report

### FREEWAYS



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

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

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

**Status:** Construction Underway

**Summary:** This segment adds a carpool lane in each direction on the I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D). This quarter, the center median was demolished and the area repaved, allowing crews to restripe and shift all eight lanes of traffic toward the east side of the freeway. Next, crews demolished 40 feet of the Avenida Pico bridge on the west side of I-5 to make room for the first phase of the new bridge. As part of that effort, massive piles of dirt (known as surcharges) were placed on each side of Pico, where the bridge abutments will be built. The piles stay in place for about 90 days to compact the soil beneath so that when the abutments are constructed, the ground beneath them is already settled. Outreach efforts this quarter included several community outreach meetings with the public, elected officials and with local schools. Construction began in February 2015 and is 11 percent completed. This project is anticipated to be complete in mid-2018.

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

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

**Status:** Construction Underway

**Summary:** This segment adds a carpool lane in each direction of the I-5 between Avenida Vista Hermosa and Pacific Coast Highway in San Clemente. Construction began in September 2014. This quarter, work continued on 13 retaining walls and sound walls, with major excavation and construction on both sides of I-5, primarily between Avenida Vista Hermosa and just north of Camino de Estrella. In addition, crews are driving piles for the widening of the bridge over the Avenida Vaquero undercrossing. Roadway and shoulder excavation work will begin next quarter. Public outreach efforts have focused on residents affected by sound wall and retaining wall work. Construction is 24 percent completed and scheduled to finish in March 2017.

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

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

**Status:** Construction Underway

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began in March 2014. During this quarter, construction crews continued work on the PCH Connector Bridge, Camino Capistrano on-ramp, sound walls and roadway excavation. Construction work is 50 percent completed, and is anticipated to be complete in September 2016.

Continues on the next page...



...Project D continued from previous page

## Project D

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

### I-5 El Toro Road Interchange

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

**Status:** Project Study Report/ Project Development Support Document Complete

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

### 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 the quarter, demolition and reconstruction activities on the north-half of the bridge continued. Falsework for the second half of the bridge has been placed. Construction of the northbound on-ramp and south bound off-ramp are in progress. All project areas west of the I-5 are now open to traffic. Construction is 82 percent completed, and the project is expected to be complete in December 2015.

## State Route 22 (SR-22) Projects

### Project E

#### SR-22 Access Improvements



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

**Status:** PROJECT COMPLETE

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



## State Route 55 (SR-55) Projects

### Project F

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

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

**Status:** Environmental Phase

**Summary:** This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. Last quarter, the OCTA Board approved additional project funding to revise project studies requested by Caltrans. The Project Development Team (PDT) developed a schedule to revise technical studies and complete the environmental phase by May 2016. Caltrans approval of the Traffic Volume Report is a critical milestone toward meeting the project schedule developed by the PDT. Caltrans approval is expected July 14, 2015, after which the results will be incorporated into the remaining technical studies including noise, air quality and traffic analysis. The Draft Environmental Document is scheduled to be released for Public Circulation in December. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay which is a result of the time needed to complete the additional traffic studies requested by Caltrans.

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

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

**Status:** Project Study Report/Project Development Support Document Completed

**Summary:** The Project Study Report/ Project Development Support (PSR-PDS) was signed by Caltrans on January 12, 2015, completing the project initiation document phase. Once implemented, this project will add capacity between the I-5 and SR 22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. All of the project alternatives in the draft Project Study Report/ Project Development Support (PSR-PDS) document include the addition of one general purpose lane in each direction between SR-22 and Fourth Street and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of 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. With the PSR/PDS approved, the project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin in mid-2016.



## State Route 57 (SR-57) Projects

### Project G

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

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

**Status:** Conceptual Phase Complete

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

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

**Summary:** This project increased capacity and improved 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 on and off-ramp improvements, and the addition of sound walls. The project was completed on April 21, 2015.

*Continues on the next page...*



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

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

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

**Status:** Procurement for the Environmental Phase Underway

**Summary:** This project will 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. Procurement for the environmental phase was initiated last quarter and this quarter, on May 11, 2015 a consultant was selected and approved by the Board. The Environmental Phase is anticipated to begin in November 2015 and be complete in mid-2018.

## State Route 91 (SR-91) Projects

### Project H

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

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

**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, installation of the reinforced concrete beams was completed on four of the six bridges that require widening. The bridges remain open to traffic. Construction is approximately 76 percent complete and is anticipated to be complete in early-2016.

### Project I

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

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

**Status:** Construction Underway

**Summary:** This project will improve traffic flow at the SR-55/ SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, work was completed on all of the piers for the Santa Ana River Bridge widening. Construction is approximately 63 percent complete. The project is anticipated to be complete in mid-2016.

# Measure M2

## Progress Report

### FREEWAYS



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

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will improve traffic flow and operations along the eastbound SR-91 within the cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in other segments within the project limits. The PSR-PDS was approved by Caltrans in October 2014. The Environmental Phase began in January 2015. This quarter the consultant continued working on the SR-91/SR-55 interchange feasibility study portion of the environmental phase and developed, with Caltrans approval, three alternatives to study further. The feasibility study is anticipated to be complete in September 2015. The environmental phase is expected to be complete in late 2018.

## Project J

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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



# Measure M2

## Progress Report

### FREEWAYS



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

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

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

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

**Summary:** The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On December 11, 2013, the Riverside County Transportation Commission's (RCTC) contractors broke ground on this \$1.3 billion freeway improvement project. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. With RCTC's focus on extending the 91 Express Lanes and adding a general purpose lane east of SR-71, construction of the final additional general purpose lane between SR-241 and SR-71 will take place post-2035. (RCTC is responsible for the lane between Green River and SR-71 while OCTA will be responsible for the lane west of Green River to SR-241.) To maintain synchronization, these general purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR 71. This action is consistent with the 2014 SR-91 Implementation Plan.

### **Interstate 405 (I-405) Projects**

#### **Project K**

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

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

**Status:** Design-Build Procurement Underway

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

On July 25, 2014, despite OCTA's Board recommendation to select Alternative 1 (the Measure M, single general purpose lane alternative) Caltrans informed OCTA that Alternative 3 (general purpose lane and second HOV lane to be combined with existing HOV lane providing dual tolled express lane facility) would be the Project preferred alternative. To ensure local control over how the express lane facility would be operated, the Board decided to lead this project with the clear understanding that Measure M would only fund the general purpose lane portion of the project and that the second HOV lane/ Express lane facility would be funded separately.

*Continues on the next page...*



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

On April 27, 2015, the Board authorized the DB cooperative agreement, approved the terms and conditions negotiated with Caltrans and directed staff to take steps to implement the Project preferred alternative. On May 11, 2015, the Board authorized staff to initiate discussions with property owners and utility companies and execute agreements for acquisition of necessary interests in real property. On June 8, 2015, the Board approved the selection of Jacobs to provide construction management services for the Project. Also on June 8, 2015, the Board approved an amendment to the agreement with Parsons to prepare an Investment Grade Traffic and Revenue Study for the Project.

During the quarter, the federal Record of Decision was issued on May 15, 2015 and the state Notice of Determination was issued on June 17, 2015. In addition, the Revised DB Request for Qualifications was issued on May 28, 2015. Work continued on preliminary engineering tasks, DB procurement documents, third party and stakeholder coordination and right of way tasks. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay. Additional project risks include potential legal actions by opponents of the project, potential escalation of costs associated with further delay and compression of time available for right-of-way acquisition.

## Project L

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the Project Development Team continued engineering and environmental work. Discussions are underway between Caltrans and OCTA management on the traffic methodology for this project as well as all other projects in the environmental phase. The draft Project Report and draft Environmental Document are expected to be complete in March 2017, and the final Environmental Document is expected to be complete in November 2017, assuming the schedule is not further delayed.

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



## Interstate 605 (I-605) Projects

### Project M

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

#### I-605 Interchange Improvements

**Status:** Final Project Study Report/ Project Development Support Document Signed and Complete

**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, this PSR/PDS was signed on May 11, 2015 by Caltrans Executive Management, and the document is now final. The project is now eligible to advance to the PA/ED phase of the project development process.

### 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 1,580 motorists, weekend service provided assistance to 1,047 motorists, and construction service provided assistance to 879 motorists. Since inception, M2 and Construction funded FSP has provided a total of 34,887 assists to motorists on the Orange County freeway system.



## Project O

### Regional Capacity Program

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

**Status:** 2016 Call for Projects in Development

**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 April 13, 2015 the Board approved the 23 recommended projects resulting from the 2015 Call for Projects. OCTA worked with the local agencies to execute the necessary agreements so that the projects could begin July 1, 2015. Additionally, staff worked with the Technical Advisory Committee to make adjustments to the competitive program guidelines in preparation for the 2016 Call for Projects. Staff will seek Board approval for the release of the next call for projects on August 10, 2015. The 2016 Call for Projects will be the sixth call and will make approximately \$38 million available to fund additional road improvements throughout the county. To date, after five completed Call for Projects, a total of 103 projects in the amount of more than \$193 million have been awarded by the Board since 2011.

### OC Bridges Railroad Program

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

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).

### Kraemer Boulevard Grade Separation



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

**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 and commenced the one year warranty.

*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 and reconfigure the intersection of Lakeview and Orangethorpe. Construction began on July 1, 2014. Project activities this quarter continued to include utility relocation work, sewer and street drainage facility work, waterlines, and retaining walls. In addition, the pile driving for bridge abutment was initiated. Lakeview Avenue north of Orangethorpe Avenue was closed to traffic on February 25, 2015 and is expected to reopen in November 2016. Lakeview Avenue south of Orangethorpe Avenue was closed to through traffic on March 13, 2015 and is also expected to reopen in November 2016. Local access to all businesses will continue to be maintained. Construction progress is approximately 28 percent complete and is expected to be complete by early 2017.

## Orangethorpe Avenue Grade Separation

**Status:** Construction Underway

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

**Summary:** The project located at Orangethorpe Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction, which continued during the quarter. Construction activities this quarter included utility relocation, building columns for Orangethorpe bridge, building soffit for Miller Avenue bridge, building retaining walls, and raising the elevation of Orangethorpe Avenue/Chapman Avenue intersection. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014 and is expected to reopen in early 2016. Chapman Avenue was closed on January 5, 2015 and is expected to be opened by the end of 2015. Construction progress is approximately 63 percent complete and the project is expected to be completed by mid-2016.

## Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

**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 and commenced the one year warranty.



# Measure M2

## Progress Report

### STREETS & ROADS



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

#### **Raymond Avenue Grade Separation**

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

**Status:** Construction Underway

**Summary:** The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA will provide construction oversight, public outreach, railroad coordination and right-of-way support. Construction began on June 2, 2014. Activities this quarter continued to include advanced utility work, temporary bypass road grading, various street drainage facility work, sewer and waterline relocation work and railroad retaining wall construction and grading. The BNSF track laying machine placed shoofly tracks on the eastern portion of the project on June 10, 2015. Construction progress is approximately 45 percent complete and is expected to be complete in mid-2018.

#### **State College Boulevard Grade Separation**

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

**Status:** Construction Underway

**Summary:** The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter continued to include retaining wall shoring, various street drainage facility work, railroad retaining wall construction and grading, as well as sewer, waterline and utility relocation work. The BNSF track laying machine placed the shoofly tracks on June 9, 2015. The intersection of State College Boulevard and East Valencia Drive was closed on January 9, 2015 for approximately 2.5 years to allow for the construction of the new bridge at the railroad tracks. Construction progress is approximately 31 percent complete and is expected to be completed by early-2018.

#### **Tustin Avenue/ Rose Drive Grade Separation**

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

**Status:** Construction Underway

**Summary:** The project located at Tustin Avenue/Rose Drive railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction for this project. Construction activities this quarter continued to include grading, retaining walls, embankments, drainage and sewer facilities, and large diameter foundation piles. In addition, bridge columns and falsework for bridge soffit were initiated. Construction progress is approximately 62 percent complete and is expected to be completed by mid-2016.



## Project P

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

### Regional Traffic Signal Synchronization Program (RTSSP)

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

**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 2,000 intersections as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. There have been five rounds of funding to date, providing a total of 69 projects with more than \$56.3 million in funding awarded by the OCTA Board since 2011.

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

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

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

Ten RTSSP projects programmed in FY 2014/15 are underway, two of which are led by OCTA staff. OCTA has commenced work on the two projects it is leading. It is anticipated that these two projects will implement synchronized signal timing by December 2016.

In April 2015, \$16.3 million was allocated for seven projects programmed for FY 2015-16, four of which are led by OCTA staff. OCTA has commenced work on executing administrative cooperative agreements.

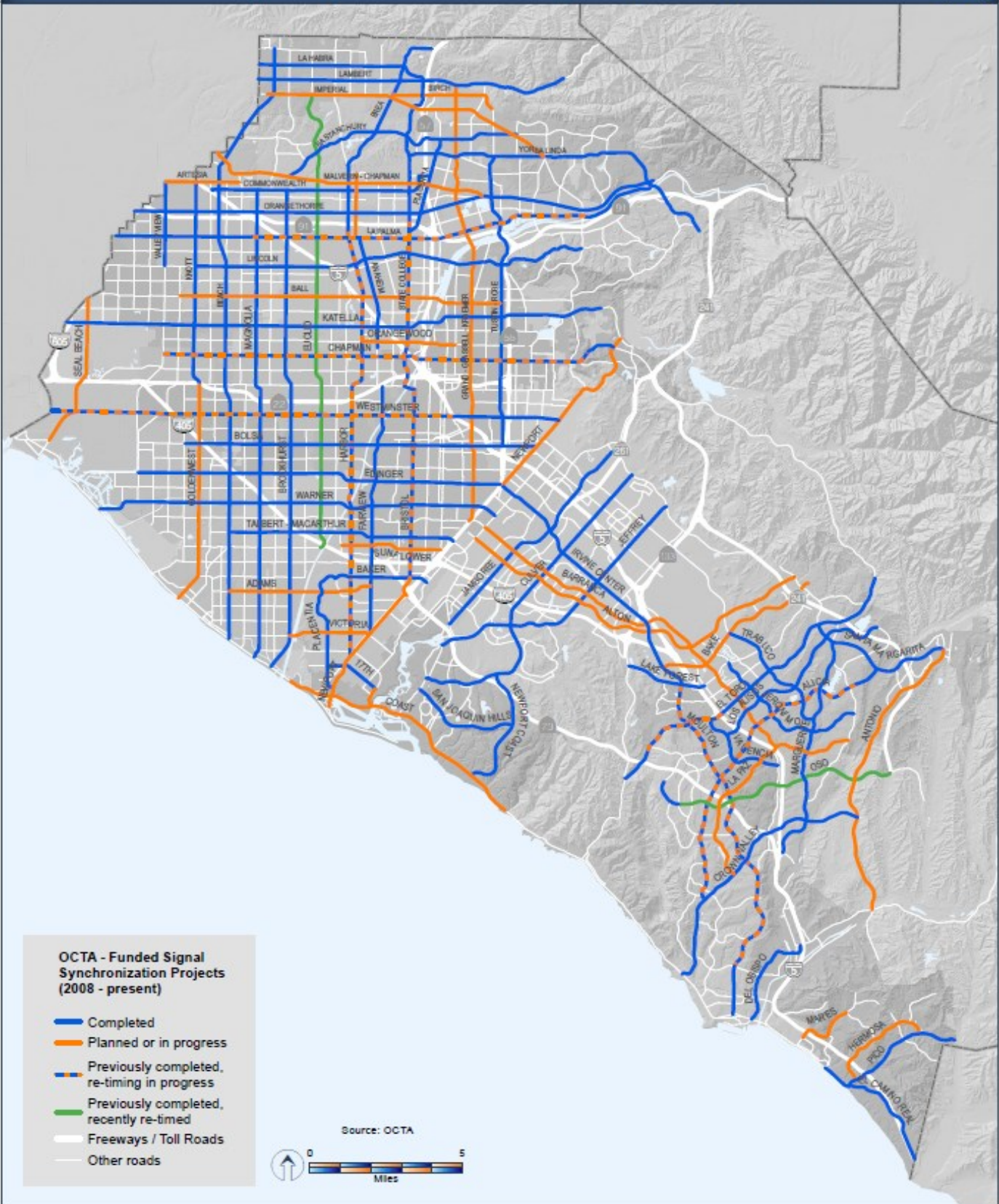
As part of the 2016 annual Call for Projects for the Regional Traffic Signal Synchronization Program, more than \$12 million will be available for signal synchronization projects. The Call for Projects will open on August 10, 2015.

# Measure M2

Progress Report  
STREETS & ROADS



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







## 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 \$185 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See page 40 for funding allocation by local agency.



## Project R

### High Frequency Metrolink Service

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

### Metrolink Grade Crossing Improvements



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

**Status:** PROJECT COMPLETE

**Summary:** Enhancement of the designated 52 Orange County at-grade rail-highway crossings was completed as part of the Metrolink Service Expansion Program (MSEP) in October 2012. Completion of the safety improvements provides each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

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

### Metrolink Service Expansion Program

**Status:** Service Ongoing

**Summary:** Following the completion of the 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 marketing efforts, ridership on the intra-county MSEP trains has been lower than desired. Efforts to increase ridership through a redeployment of the trains, without significantly impacting operating costs have been underway. On April 5, 2015, several schedule changes were made effective. A new connection was added between the 91 Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Staff will continue to monitor ridership on these trains, but initial data through June 2015 indicates ridership increases as a result of these schedule changes. Two of the intracounty trains are also utilized to provide the popular Angels Express service from south Orange County to Anaheim, resulting in strong ridership on game nights.

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles County. 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. Operation of

*Continues on the next page...*



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

additional Metrolink trains to Los Angeles is contingent on completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, currently anticipated in mid-2016.

### 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.

### **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, sewer line, traffic signalization, street lighting, landscaping and final pavement. The project completion has been extended to July 2015 to finish all work and project completion punch list items.

## **Project S**

### **Transit Extensions to Metrolink**

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

*Continues on the next page...*



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

### Anaheim Rapid Connection (ARC) Project

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

**Status:** Environmental Phase Underway

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

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

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

**Status:** Environmental Phase completed/ Currently in FTA's New Starts Project Development Phase

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

With the successful conclusion of the environmental phase, OCTA has assumed lead agency responsibility. On May 5, 2015, the FTA formally approved the project to move into the Project Development phase of the federal New Starts program. To support OCTA in these efforts, the Board approved a project management consultant (PMC) services contract on February 23, 2015. To provide immediate assistance in progressing the Project, a limited notice to proceed (NTP) was issued on February 25, 2015 for the PMC. On April 14, 2015, OCTA hosted a project update and alignment tour meeting with staff from FTA Headquarters and their local Region 9 office. During this meeting, the FTA expressed strong support for the project. Consistent with guidance provided by FTA during that meeting, OCTA staff is currently working on the project application for Entry into Engineering for submission in September 2015. In addition, OCTA is currently procuring a design consultant for the Project. NTP is anticipated during the last quarter of 2015.

*Continues on the next page...*



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

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

## Bus and Station Van Extension Projects

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

**Summary:** Bus and Station Van Extension Projects will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. To date, the Board has approved one round of funding, totaling over \$9.8 million. Four projects were approved for funding by the Board on July 23, 2012 and two of those have implemented service. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest began in December 2012 and the Anaheim Canyon Metrolink Station Bus Connection began service in February 2013. Currently, the City of Lake Forest is discussing different alternatives to provide vanpool service from the Irvine Metrolink Station to the Panasonic employment center.

## Project T

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

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

**Status:** Facility Opened

**Summary:** This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim, which connects OCTA bus service, Metrolink, Amtrak, shuttles and charter bus service, taxis, bikes, and other public/private transportation, as well as, accommodates future high-speed trains. This quarter, the City's contractor continued to work on performing punch list items on the site, rail corridor, and terminal building improvements. The City of Anaheim, which led 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 former Anaheim station located in the stadium parking lot is no longer in use with the opening of ARTIC. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated next quarter.

# Measure M2

## Progress Report

### TRANSIT



## 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, approximately \$31 million in Project U funding has been provided under M2.

*\*Last quarter the total number was incorrectly reported. It should have shown \$29 million.*

### 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 1,000,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$394,000 in SMP funding was paid out to the 31 participating cities during the month of May 2015\*.

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

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

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

**Status:** Ongoing

**Summary:** This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 301,000 SNEMT boardings have been provided. This quarter, more than \$416,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the month of May 2015\*.

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

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# 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 \$935,841 in revenue was allocated this quarter to support the Fare Stabilization Program. Throughout the quarter approximately 3,574,676 program related boardings were recorded on fixed route and ACCESS services. The amount of funding utilized each quarter varies based on ridership. Since inception of the Fare Stabilization Program, staff has been providing regular updates to the OCTA Board of Directors to reflect a concern with funding levels for the program due to the impacts of the recession. The last program update to the Board in June 2014 reported that funding levels are insufficient and the program will continue to incur annual shortfalls without an increase in revenue or a reduction in expenditures. Staff was directed by the Board to continue to explore viable solutions and return to the Board annually with program updates. Status of the Fare Stabilization Program will be continually monitored, and any necessary amendments to the program will be discussed with the Board and considered as part of the Ten-Year Comprehensive Program Review which is currently underway with a draft report planned to go to the Board in Fall 2015.

#### Project V

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

#### Community Based Transit/ Circulators

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

**Summary:** This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. This has been the only round of funding to date. The funding is used to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation related centers. During the quarter, staff completed review of Letters of Interest submitted by eight local agencies and meetings with the ten agencies which expressed interest to gain insight in their Project V related ideas. On June 24, 2015 OCTA held a Project V Workshop with the Technical Advisory Committee to obtain feedback on Project V guidelines and provide information to encourage applicants for the next call for projects. Staff is anticipating to present the revised Project V Guidelines to the Technical Advisory Committee in August 2015 and to the Board in October 2015 as well as announce the next call for projects.



## Project W

### Safe Transit Stops

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

**Status:** Executed All Agreement Documents

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





## Project X

### Environmental Cleanup Program

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

**Status:** On-going

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

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

The fifth Tier 1 Call for Projects was completed on May 15, 2015. A total of 26 applications were received by 21 agencies. Staff anticipates seeking Board approval for Tier 1 funding recommendations in August 2015. With approximately \$10 million in Tier 2 funding remaining, staff continues to work with the M2 Allocation Committee to recommend the appropriate timing of a third Tier 2 Call for Projects in 2016.



## Part of Projects A-M

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

### Freeway Mitigation Program

**Status:** Executing Agreement Documents; Final Conservation Plan and EIR/ EIS Under Development

**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 seven properties acquired (1,300 acres), and eight of the 11 restoration projects approved by the OCTA Board of Directors (Board), totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) are currently being finalized after the public comments period, which closed during the first quarter. Comments received during the public comment period will be incorporated into the final NCCP/HCP and EIR/EIS, which is anticipated to be brought to the Board for adoption in late 2015 or early 2016.

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

On May 22, 2015, the OCTA Board approved a framework for the use of remaining Mitigation Program revenues to off-set environmental impacts from future state highway improvement projects. Guiding principles were developed along with a long-term funding strategy in order to establish a framework for potential future expenditures. The Board also directed staff to review environmental issues on a cross regional basis. On June 8, 2015, as part of the Mitigation Program biennial status update, the Board also approved staff's recommendation to revise the New Irvine Ranch Conservancy's restoration projects (Agua Chinon, Lower Silverado Canyon, and West Loma) to off-set increased project cost resulting from the Army Corps of Engineer's additional requirements.

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# Measure M2

Progress Report  
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.

### **M2020 Plan Review**

The PMO regularly reviews and reports on the progress of the M2020 Plan objectives. The last comprehensive review was September 2013 and is currently being analyzed as part of the Ten-Year Review. Page one through four of this report includes an update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan and the accompanying staff report provides an overview of challenges.

### **10-Year Review**

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO is leading the Ten-Year Review with participation from each of the divisions. Following the precedent set with the triennial performance reviews, the ten-year period is assumed to have begun on November 8, 2006 (effective date of Ordinance No.3), and would conclude on November 7, 2016. On April 6, 2015 staff presented an overview and status report on the review effort. With the recent completion of the 2014 update of Orange County's Long-Range Transportation Plan (LRTP) and the fact that M2 is the cornerstone of that plan, OCTA staff will capitalize on this effort and use research and outreach performed as part of the LRTP update, as appropriate, to assist with the M2 Ten-Year review. Additional research and analysis will be performed to review all elements as identified in Ordinance No. 3. The completion of the review is planned for late 2015. In addition to the discussion included in the accompanying staff report, a draft report is anticipated to go to the Board in October 2015.

### **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 released a request for proposals in early May 2015 and selected a consultant to perform this effort. The assessment will begin in July 2015 and is anticipated to take six to nine months to complete. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee for information and to the Board for review and action in early 2016.

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## **Measure M1 Closeout**

The M1 fund was officially closed out as scheduled on June 30, 2015. The PMO led the closeout of the remaining open M1 contracts meeting with division leads and relevant project managers to ensure all projects that could be closed were closed on time. Four projects needed to remain open in order to complete the project closeout process. These projects were moved into the general fund as presented with the 2015-16 budget and will remain there until complete. Staff will bring the final quarterly report along with the complete closeout plan in October 2015, when all of the final accounting is complete for the M1 program. This will be presented to the Board with any necessary actions required to officially closeout 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 Final Report, staff adjusted the approach to apply the allocation of state planning funds to areas that are subject to the 1 percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured. Beginning in 2013, OCTA has continually underrun the 1 percent administration cap and has been making payments to OCUTT to reduce the outstanding balance. As of June 30, 2015 the outstanding balance is \$2.3 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on April 15, 2015 to review the labor reports to ensure costs attributed to the 1 percent cap were accurately reported and there were no misplaced project related costs as well as to ensure project costs were applied to the correct projects. Staff will meet again on July 21, 2015 to conduct this quarterly review.



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### **Taxpayer Oversight Committee**

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee the implementation of the M2 plan. With the exception of the elected Auditor/Controller of Orange County who in Ordinance No. 3 is identified as the chair of the TOC, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience by the Orange County Grand Jurors Association, and are selected from the qualified pool by lottery. The TOC meets every other month. The TOC upholds the integrity of the measure by monitoring the use of Measure M funds and ensuring that all revenue collected from Measure M is spent on voter-approved transportation projects. The responsibilities of the 11-member Measure M TOC are to: ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the plan; ratify any changes in the plan and recommend any major changes go back to the voters for approval; participate in ensuring that all jurisdictions in Orange County conform with the requirements of Measure M before receipt of any tax monies for local projects; hold annual public meetings regarding the expenditure and status of funds generated by Measure M; review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of Measure M sales tax monies; and, annually certify whether Measure M funds have been spent in compliance with the plan. The TOC met on April 14, 2015 to receive updated financial information and to hear project updates. New member recruitment for four member term expirations took place this quarter with four new members selected by lottery by the Board.

# Measure M2

## Progress Report

### FINANCE MATTERS



## M2 Financing

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

### Revenue Forecast and Collection

OCTA contracts with three universities to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. Annually, in the past OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. However, on June 8, 2015, after reviewing the actuals on sales tax revenue, the Board decided to take a more conservative approach and use the Chapman University forecast, 5.68%, which happens to be the lowest of the three universities' forecasts. 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 \$15.7 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 \$15.7 billion sales tax revenue will run approximately \$8.6 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.

Sales tax receipts through the third quarter of FY 2014-15 (i.e. March 31, 2015) were received in May and reflected a growth in sales tax revenue of 4.2% over the same period of the prior fiscal year. The growth; while positive, is less than the budgeted sales tax growth rate of 6.7% for FY 2014-15. As a result, the FY 2015-16 M2 sales tax budget is based on a more conservative sales tax growth rate of 5.68%. Staff will continue to closely monitor sales tax receipts. At this time, no changes are required to the budget.

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**as of June 3, 2015 (Unaudited)**

*Schedule 1*

<i>(\$ in thousands)</i>	Year to Date June 30, 2015 (A)	Period from inception to June 30, 2015 (B)
<b>Revenues:</b>		
Sales taxes	\$ 289,678	\$ 1,147,493
Other agencies' share of Measure M2 costs:		
Project related	99,206	376,619
Non-project related	231	365
Interest:		
Operating:		
Project related	2	2
Non-project related	3,529	9,338
Bond proceeds	5,098	26,745
Debt service	4	42
Commercial paper	-	393
Right-of-way leases	122	704
Miscellaneous		
Project related	(181)	17
Non-project related	-	7
<b>Total revenues</b>	<u>397,689</u>	<u>1,561,725</u>
<b>Expenditures:</b>		
Supplies and services:		
State Board of Equalization (SBOE) fees	3,387	12,317
Professional services:		
Project related	37,639	219,654
Non-project related	1,441	12,764
Administration costs:		
Project related	7,620	34,975
Non-project related :		
Salaries and Benefits	1,852	13,841
Other	5,197	22,705
Other:		
Project related	189	1,402
Non-project related	116	3,684
Payments to local agencies:		
Project related	113,776	502,017
Capital outlay:		
Project related	100,775	454,637
Non-project related	-	31
Debt service:		
Principal payments on long-term debt	6,865	19,875
Interest on long-term debt and commercial paper	21,953	93,924
<b>Total expenditures</b>	<u>300,810</u>	<u>1,391,826</u>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<u>96,879</u>	<u>169,899</u>
<b>Other financing sources (uses):</b>		
Transfers out:		
Project related	(3,357)	(12,037)
Transfers in:		
Project related	6,526	51,804
Non-project related	14,474	21,868
Bond proceeds	-	358,593
<b>Total other financing sources (uses)</b>	<u>17,643</u>	<u>420,228</u>
<b>Excess (deficiency) of revenues over (under) expenditures and other sources (uses)</b>	<u>\$ 114,522</u>	<u>\$ 590,127</u>



# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



#### Measure M2

#### Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service) as of June 30, 2015 (Unaudited)

Schedule 2

(\$ in thousands)	Year Ended June 30, 2015 (actual) (C.1)	Period from Inception through June 30, 2015 (actual) (D.1)	Period from July 1, 2015 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>				
Sales taxes	\$ 289,678	\$ 1,147,493	\$ 14,572,357	\$ 15,719,850
Operating interest	3,529	9,338	294,504	303,842
Subtotal	<u>293,207</u>	<u>1,156,831</u>	<u>14,866,862</u>	<u>16,023,693</u>
Other agencies share of M2 costs	231	365	-	365
Miscellaneous	-	7	-	7
Total revenues	<u>293,438</u>	<u>1,157,203</u>	<u>14,866,862</u>	<u>16,024,065</u>
<b>Administrative expenditures:</b>				
SBOE fees	3,387	12,317	218,673	230,990
Professional services	1,227	8,988	99,449	108,437
Administration costs :				
Salaries and Benefits	1,852	13,841	145,700	159,541
Other	5,197	22,705	207,640	230,345
Other	116	3,684	25,109	28,793
Capital outlay	-	31	-	31
Environmental cleanup	2,220	8,562	291,447	300,009
Total expenditures	<u>13,999</u>	<u>70,128</u>	<u>988,018</u>	<u>1,058,146</u>
Net revenues	<u>\$ 279,439</u>	<u>\$ 1,087,075</u>	<u>\$ 13,878,843</u>	<u>\$ 14,965,918</u>
<hr/>				
	(C.2)	(D.2)	(E.2)	(F.2)
<b>Bond revenues:</b>				
Proceeds from issuance of bonds	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	5,098	26,745	25,760	52,505
Interest revenue from debt service funds	4	42	54	96
Interest revenue from commercial paper	-	393	-	393
Total bond revenues	<u>5,102</u>	<u>385,773</u>	<u>1,475,814</u>	<u>1,861,587</u>
<b>Financing expenditures and uses:</b>				
Professional services	214	3,776	12,340	16,116
Bond debt principal	6,865	19,875	1,788,652	1,808,527
Bond debt and other interest expense	21,953	93,924	1,417,105	1,511,029
Total financing expenditures and uses	<u>29,032</u>	<u>117,575</u>	<u>3,218,097</u>	<u>3,335,672</u>
Net bond revenues (debt service)	<u>\$ (23,930)</u>	<u>\$ 268,198</u>	<u>\$ (1,742,283)</u>	<u>\$ (1,474,085)</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



#### Measure M2

#### Schedule of Revenues and Expenditures

#### Summary as of June 30, 2015 (Unaudited)

Schedule 3

Project	Description	Net Revenues through June 30, 2015	Total Net Revenues	Expenditures through June 30, 2015	Reimbursements through June 30, 2015	Net M2 Cost
(G)	(H)	(I)	(J)	(K)	(L)	
(\$ in thousands)						
<b>Freeways (43% of Net Revenues)</b>						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 42,847	\$ 589,883	\$ 2,243	\$ 2	\$ 2,241
B	I-5 Santa Ana/SR-55 to El Toro	27,368	376,772	3,688	1,439	2,249
C	I-5 San Diego/South of El Toro	57,160	786,930	53,652	12,443	41,209
D	I-5 Santa Ana/San Diego Interchange Upgrades	23,520	323,808	1,644	456	1,188
E	SR-22 Garden Grove Freeway Access Improvements	10,940	150,609	4	-	4
F	SR-55 Costa Mesa Freeway Improvements	33,366	459,356	6,723	23	6,700
G	SR-57 Orange Freeway Improvements	23,584	324,687	44,331	9,822	34,509
H	SR-91 Improvements from I-5 to SR-57	12,763	175,710	25,625	503	25,122
I	SR-91 Improvements from SR-57 to SR-55	37,970	522,737	11,976	894	11,082
J	SR-91 Improvements from SR-55 to County Line	32,108	442,037	6,962	5,294	1,668
K	I-405 Improvements between I-605 to SR-55	97,801	1,346,440	33,937	3,192	30,745
L	I-405 Improvements between SR-55 to I-5	29,145	401,246	2,469	44	2,425
M	I-605 Freeway Access Improvements	1,823	25,101	614	16	598
N	All Freeway Service Patrol	13,675	188,261	95	-	95
	Freeway Mitigation	23,372	321,767	43,571	1,688	41,883
	Subtotal Projects	467,442	6,435,344	237,534	35,816	201,718
	Net (Bond Revenue)/Debt Service	-	-	24,810	-	24,810
	<b>Total Freeways</b>	<b>\$ 467,442</b>	<b>\$ 6,435,344</b>	<b>\$ 262,344</b>	<b>\$ 35,816</b>	<b>\$ 226,528</b>
	%					26.4%
<b>Street and Roads Projects (32% of Net Revenues)</b>						
O	Regional Capacity Program	\$ 108,709	\$ 1,496,611	\$ 488,020	\$ 246,320	\$ 241,700
P	Regional Traffic Signal Synchronization Program	43,481	598,618	16,449	1,257	15,192
Q	Local Fair Share Program	195,674	2,693,865	185,496	77	185,419
	Subtotal Projects	347,864	4,789,094	689,965	247,654	442,311
	Net (Bond Revenue)/Debt Service	-	-	28,880	-	28,880
	<b>Total Street and Roads Projects</b>	<b>\$ 347,864</b>	<b>\$ 4,789,094</b>	<b>\$ 718,845</b>	<b>\$ 247,654</b>	<b>\$ 471,191</b>
	%					54.9%
<b>Transit Projects (25% of Net Revenues)</b>						
R	High Frequency Metrolink Service	\$ 97,317	\$ 1,339,772	\$ 154,739	\$ 82,851	\$ 71,888
S	Transit Extensions to Metrolink	95,964	1,321,144	3,755	1,443	2,312
T	Metrolink Gateways	21,745	299,371	98,207	60,956	37,251
U	Expand Mobility Choices for Seniors and Persons with Disabilities	32,608	448,925	30,878	17	30,861
V	Community Based Transit/Circulators	21,736	299,239	1,008	91	917
W	Safe Transit Stops	2,399	33,029	74	26	48
	Subtotal Projects	271,769	3,741,480	288,661	145,384	143,277
	Net (Bond Revenue)/Debt Service	-	-	16,802	-	16,802
	<b>Total Transit Projects</b>	<b>\$ 271,769</b>	<b>\$ 3,741,480</b>	<b>\$ 305,463</b>	<b>\$ 145,384</b>	<b>\$ 160,079</b>
	%					18.7%
<b>Measure M2 Program</b>						
		<b>\$ 1,087,075</b>	<b>\$ 14,965,918</b>	<b>\$ 1,286,652</b>	<b>\$ 428,854</b>	<b>\$ 857,798</b>
<b>Environmental Cleanup (2% of Revenues)</b>						
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 23,137	\$ 320,474	\$ 8,562	\$ 292	\$ 8,270
	Net (Bond Revenue)/Debt Service	-	-	28	-	28
	<b>Total Environmental Cleanup</b>	<b>\$ 23,137</b>	<b>\$ 320,474</b>	<b>\$ 8,590</b>	<b>\$ 292</b>	<b>\$ 8,298</b>
	%					0.7%
<b>Taxpayer Safeguards and Audits</b>						
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 17,212	\$ 235,798	\$ 12,317	\$ -	\$ 12,317
	%					1.1%
	Oversight and Annual Audits (1% of Revenues)	\$ 11,568	\$ 160,237	\$ 13,841	\$ 2,273	\$ 11,568
	%					1.0%

# Measure M2

## Progress Report



### M2 FUNDS

ENTITY	4th Quarter FY 2014/15	FUNDS TO DATE
ALISO VIEJO	\$201,730.81	\$2,314,047.63
ANAHEIM	\$1,737,165.99	\$19,931,002.74
BREA	\$288,403.66	\$3,382,498.97
BUENA PARK	\$478,716.05	\$5,448,654.71
COSTA MESA	\$731,786.97	\$8,385,572.72
CYPRESS	\$269,678.30	\$3,160,660.26
DANA POINT	\$164,372.48	\$1,921,825.85
FOUNTAIN VALLEY	\$318,204.13	\$3,679,476.21
FULLERTON	\$662,728.12	\$7,621,069.50
GARDEN GROVE	\$758,610.91	\$8,753,353.69
HUNTINGTON BEACH	\$983,438.85	\$11,381,944.10
IRVINE	\$1,355,139.91	\$15,123,641.70
LAGUNA BEACH	\$129,240.37	\$1,483,786.07
LAGUNA HILLS	\$174,357.99	\$2,003,672.04
LAGUNA NIGUEL	\$339,945.20	\$3,942,926.62
LAGUNA WOODS	\$65,247.74	\$758,740.86
LA HABRA	\$267,017.35	\$3,120,001.17
LAKE FOREST	\$397,568.30	\$4,569,327.11

# Measure M2

Progress Report  
LOCAL FAIR SHARE



## M2 FUNDS

ENTITY	4th Quarter FY 2014/15	FUNDS TO DATE
LA PALMA	\$82,505.89	\$1,043,195.28
LOS ALAMITOS	\$65,995.88	\$757,167.96
MISSION VIEJO	\$474,814.94	\$5,499,813.79
NEWPORT BEACH	\$554,541.38	\$6,411,526.25
ORANGE	\$835,146.77	\$9,571,716.53
PLACENTIA	\$241,291.89	\$2,771,902.90
RANCHO SNATA MARGARITA	\$216,378.02	\$2,490,543.64
SAN CLEMENTE	\$281,049.70	\$3,249,280.29
SAN JUAN CAPISTRANO	\$195,290.26	\$2,230,434.63
SANTA ANA	\$1,403,573.05	\$16,196,639.59
SEAL BEACH	\$128,479.86	\$1,533,209.24
STANTON	\$152,018.63	\$1,770,384.44
TUSTIN	\$453,659.18	\$5,164,095.34
VILLA PARK	\$26,568.87	\$304,953.69
WESTMINSTER	\$433,874.23	\$5,005,862.06
YORBA LINDA	\$304,101.48	\$3,502,854.10
COUNTY UNINCORPORATED	\$927,697.76	\$10,596,461.38
<b>TOTAL M2 FUNDS</b>	<b>\$16,100,340.92</b>	<b>\$185,082,243.06</b>

# 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
<b>FREEWAY PROJECTS</b>					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$91.9	Jun-09	Oct-11	Oct-13	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$60.2	Jun-09	Oct-11	Jan-13	Sep-16
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$81.3	Sep-05	Jun-09	Dec-11	Dec-15
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Oct-14	Jan-17
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	Oct-11	May-14	Jan-18	Apr-22
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	Oct-11	May-14	Jun-17	Mar-22
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	\$133.6	Oct-11	May-14	Jun-18	Sep-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	Dec-17	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	TBD	TBD
Project A	\$36.9	Jun-11	Apr-15	Feb-17	Dec-19

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Nov-16	Feb-20	Dec-23
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	May-16	Nov-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Nov-15	Nov-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	Apr-15
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	Aug-17
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$52.9	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	\$54.6	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	Feb-16	Aug-17
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$63.5	Jul-07	Jun-10	Apr-12	Jul-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	Feb-16	Sep-17

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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
SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD
Project I	TBD	Jan-15	Oct-18	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	\$79.9	Jul-07	Apr-09	Aug-10	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	Feb-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Dec-08	Jan-11
I-405, I-5 to SR-55	TBD	Dec-14	Aug-17	TBD	TBD
Project L	TBD	Dec-14	Nov-17	TBD	TBD
I-405 Southbound, SR-133 to University Dr.	TBD	Mar-15	Aug-16	TBD	TBD
Project L	\$16.4	Mar-15	Aug-16	Mar-18	Nov-19
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,700.0**	Mar-09	May-15	Nov-15	Oct-22
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS:</b>					
Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.7	N/A	Sep-03	Jul-10	Jul-15
Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$116.3	Feb-09	Nov-09	Dec-12	Aug-18

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

\*\*Project cost will undergo a rigorous review through the FHWA required Cost Estimate Review (CER) process which will take place early 2016.

# 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
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.8	Dec-08	Apr-11	Feb-13	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$61.3	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$64.2	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	\$99.2	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
<b>RAIL AND STATION PROJECTS:</b>					
Rail-Highway Grade Crossing Safety Enhancements	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$4.9	Sep-10	Jul-11	Jun-12	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
Project R	\$25.3	Aug-11	Mar-14	May-16	Jan-19

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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
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	Jan-09	TBD	TBD	TBD
Santa Ana/Garden Grove Fixed Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	TBD	Aug-09	Mar-15	May-17	Dec-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
Project R	TBD	Jan-03	May-07	Feb-11	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
Project R	\$18.6	Dec-09	Jan-16	Jan-16	Jun-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
Project R	\$4.0	N/A	N/A	Dec-13	Aug-16
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Feb-16
Project R	\$3.8	Jul-13	Feb-14	Jul-15	Feb-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$230.4	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

