



June 1, 2015

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer

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

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of January 2015 through March 2015 for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M Plan (Plan) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance which defines all the requirements for implementing the Plan. The ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring OCTA's contract with the voters is followed.

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

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of January 1, 2015 through March 31, 2015 (Attachment A).

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

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

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

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

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

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

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

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

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

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

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

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

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

M2020 Plan

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

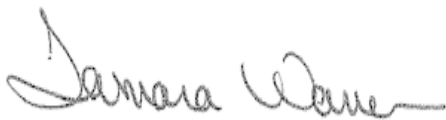
Summary

As required by M2 Ordinance No. 3, a quarterly report, covering activities from January 2015 through March 2015 is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 quarterly progress report is presented on the OCTA website. Hard copies are available by mail upon request.

Attachment

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

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Approved by:



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Third Quarter Highlights:

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

ORANGE COUNTY

On the move



A blog on OCTA transportation news & events

Measure M Continues on Track, Says Independent Committee

Tuesday, February 10, 2015

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

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

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

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

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



Measure M2

Progress Report

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



Measure M2

Progress Report



SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities **from January 1, 2015 through March 31, 2015** is provided to update progress in implementing the M2 Transportation Investment Plan.

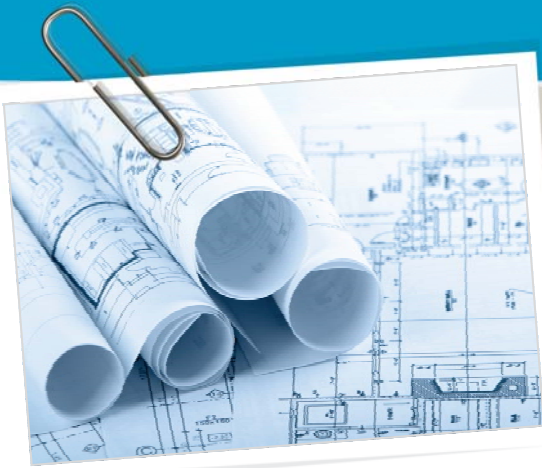
To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



Measure M2

Progress Report

TABLE OF CONTENTS



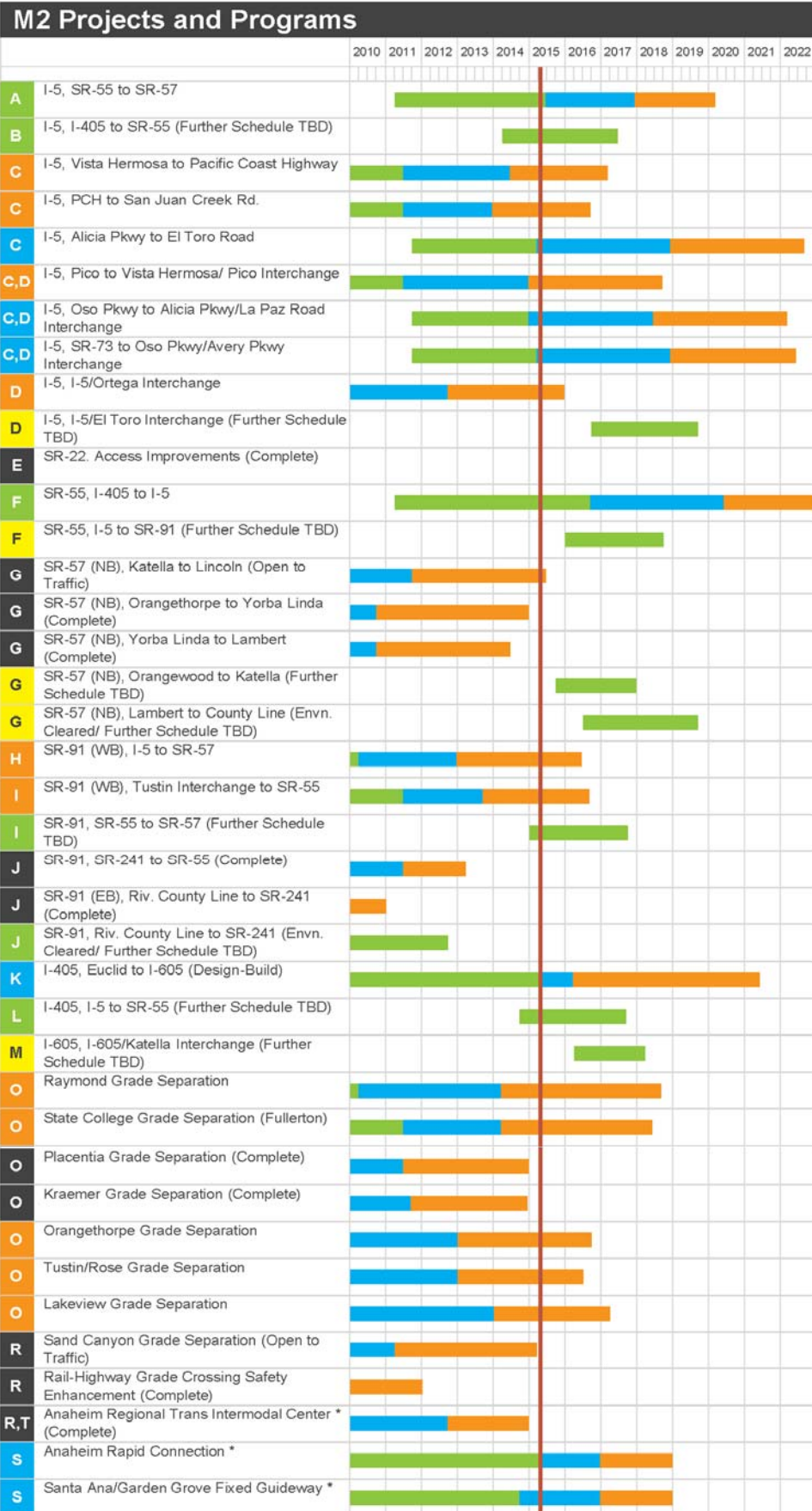
SECTION	PROJECT	PAGE
M2 Delivery Risk Update		1
M2020 Plan Update		2
Freeway Program (Projects A - N)		6
Interstate 5 (I-5) Projects	[A — D]	6
State Route 22 (SR-22) Project	E	9
State Route 55 (SR-55) Projects	F	10
State Route 57 (SR-57) Projects	G	11
State Route 91 (SR-91) Projects	[H — J]	12
Interstate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

Project Schedules

Measure M2 Progress Report



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



* Projects managed by local agencies.

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

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

Shown schedules are subject to change.



Key:

One To Watch

At Risk

M2 Delivery Risk Update

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

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



M2020 Plan Update

Contact: Tami Warren, PMO Manager
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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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Interstate 5 (I-5) Projects

Project A

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

Status: Finalizing Environmental Phase

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

Contact: Rose Casey, Highways
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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. On January 26th, in the City of Irvine and January 28th in the City of Tustin, OCTA and Caltrans held public information meetings to inform the public of the breath of the upcoming project. The project schedule has been delayed while Caltrans and OCTA management have continued discussions on the network assumptions to be included in the traffic studies for this project. The draft Project Report and draft Environmental Document are expected to be complete in December 2016, and the final Environmental Document is expected to be complete in August of 2017.

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



Project C & Part of Project D

Contact: Rose Casey, Highways
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I-5 (SR-73 to Oso Parkway/ Avery Parkway Interchange)

Status: Began Design Phase

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

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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 began in November 2014 and is currently underway. Major activities this quarter included completion of field surveys, coordination with local cities and stakeholders, and preparation of permit applications to allow for the start of utility potholing and geotechnical investigations. Work also continued on the roadway geometric design. Staff continued to negotiate with Caltrans regarding right-of-way support services, which OCTA has requested Caltrans to provide, and which Caltrans has indicated they will not provide; agreement must be reached and executed soon for the project to stay on schedule. Design work is anticipated to be complete in 2017, assuming the schedule is not delayed.

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

I-5 (Alicia Parkway to El Toro Road)

Status: Procurement for Design Phase Underway

Summary: This project will make improvements along the I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from Alicia Parkway to El Toro Road. This quarter, procurement activities to select a consultant to conduct the design phase work was completed. Staff continued to negotiate with Caltrans regarding right-of-way support services, which OCTA has requested Caltrans to provide, and which Caltrans has indicated they will not provide; agreement must be reached and executed by June 2015 for the project to stay on schedule. Design work is anticipated to be complete in 2018, assuming the schedule is not delayed.



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

I-5 (Avenida Pico to Avenida Vista Hermosa)

Status: Construction Began

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

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

I-5 (Avenida Vista Hermosa to PCH)

Status: Construction Underway

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

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

I-5 (PCH to San Juan Creek Road)

Status: Construction Underway

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

Contact: Rose Casey, Highway
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...Project D continued from previous page

Project D

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

Contact: Charlie Larwood, Planning
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I-5 El Toro Road Interchange

Status: Project Study Report/ Project Development Support Document Approved

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

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

I-5/ Ortega Highway Interchange

Status: Construction Underway

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

State Route 22 (SR-22) Projects

Project E

SR-22 Access Improvements



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

Status: PROJECT COMPLETE

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



State Route 55 (SR-55) Projects

Project F

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

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

Status: Environmental Phase - ON HOLD

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

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

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

Status: Project Study Report/Project Development Support Document Approved

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



State Route 57 (SR-57) Projects

Project G

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

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

Status: Conceptual Phase Complete

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

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



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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

SR-57 NB (Katella Avenue and Lincoln Avenue)

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

Status: New Lane Open to Traffic

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

Continues on the next page...



Project G continued from the previous page...

SR-57 NB (Orangewood Avenue to Katella Avenue)

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

Status: Procurement for the Environmental Phase Underway

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

State Route 91 (SR-91) Projects

Project H

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

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

Status: Construction Underway

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

Project I

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

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

Status: Construction Underway

Summary: This project will improve traffic flow at the SR-55/ SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, work continued on excavation, and the pouring of retaining walls and piers for the Santa Ana River Bridge widening. Construction is approximately 49 percent complete. The project is anticipated to be complete in mid-2016.



Project I continued from the previous page...

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

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

Status: Environmental Phase Underway

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

Project J

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



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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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



Project J continued from the previous page...

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

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

Status: RCTC's Design-Build Construction Underway

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

Interstate 405 (I-405) Projects

Project K

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

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

Status: Finalizing Environmental Phase

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

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

Continues on the next page...

Measure M2

Progress Report

FREEWAYS



Project K continued from the previous page...

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

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

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

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



Project L

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

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

Status: Environmental Phase Underway

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

Interstate 605 (I-605) Projects

Project M

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

I-605 Interchange Improvements

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

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

Project N

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

Freeway Service Patrol

Status: Service Ongoing

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to quickly clear freeway lanes and minimize congestion. During this quarter, the mid-day service provided assistance to 1,578 motorists, weekend service provided assistance to 978 motorists, and construction service provided assistance to 710 motorists. Since inception, M2 and Construction funded FSP has provided a total of 31,381 assists to motorists on the Orange County freeway system.



Project O

Regional Capacity Program

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

Status: 2015 Project Funding to Begin Next Quarter

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

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. The contractor completed plant establishment work this quarter.

Continues on the next page...



...Project O continued from previous page

Lakeview Avenue Grade Separation

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

Status: Construction Underway

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

Orangethorpe Avenue Grade Separation

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

Status: Construction Underway

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

Placentia Avenue Grade Separation



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

Status: PROJECT COMPLETE

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

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 included advanced utility work, temporary bypass road grading, various street drainage facility work, sewer and waterline relocation work and railroad retaining wall construction and grading. Construction progress is approximately 30 percent complete and is expected to be complete in mid-2018.

State College Boulevard Grade Separation

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

Status: Construction Underway

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

Tustin Avenue/ Rose Drive Grade Separation

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

Status: Construction Underway

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



Project P

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

Regional Traffic Signal Synchronization Program (RTSSP)

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

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

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

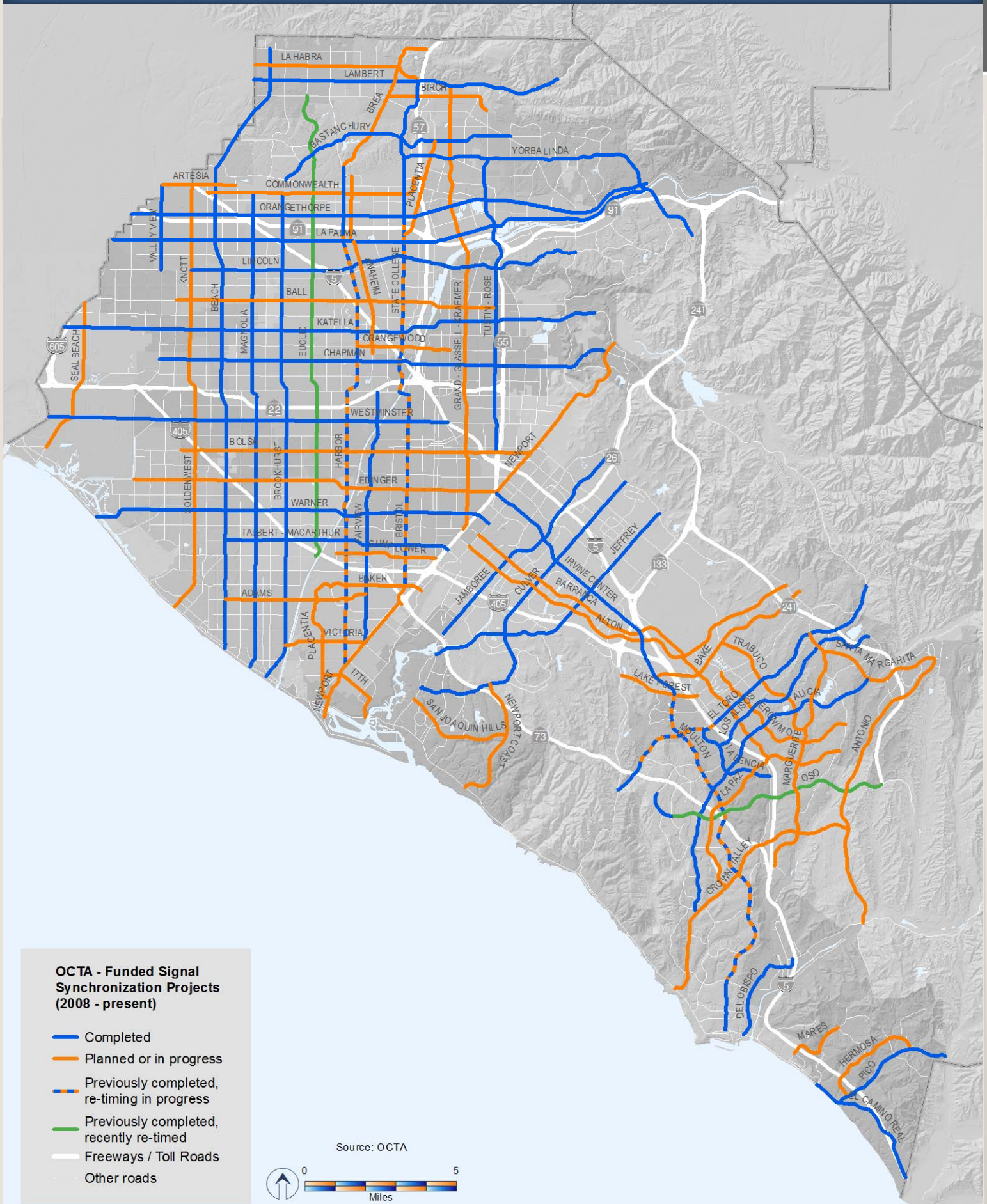
Twenty-three RTSSP projects programmed for FY 2012/13 are underway with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in December 2015.

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

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

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

OCTA - Funded Signal Synchronization Projects (2008 - present)





Project Q

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

Local Fair Share Program

Status: Ongoing

Summary: This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$168 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See page 40 for funding allocation by local agency.



Project R

High Frequency Metrolink Service

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

Metrolink Grade Crossing Improvements



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

Status: PROJECT COMPLETE

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

Metrolink Service Expansion Program

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

Status: Service Ongoing

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

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

Continues on the next page...



Project R continued from the previous page...

Rail Line & Station Improvements

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

Sand Canyon Avenue Grade Separation

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

Status: Open to Traffic

Summary: The project located at Sand Canyon Avenue railroad crossing is now grade separated and open to traffic. The project grade separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014 and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. Though currently open to traffic, project work continues and includes work on the pump station, storm drains, fencing, water line, sewer line, traffic signalization, landscaping and pavement preparation. The project completion has been extended to May 2015 to finish all work.

Project S

Transit Extensions to Metrolink

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

Continues on the next page...



Project S continued from the previous page...

Anaheim Rapid Connection (ARC) Project

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

Status: Environmental Phase Underway

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

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

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

Status: Environmental Phase Completed

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

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Project S continued from the previous page...

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

Bus and Station Van Extension Projects

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

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

Project T

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

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

Status: Facility Opened

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



Project U

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

Senior Mobility Program (SMP)

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

Status: Ongoing

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

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

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 263,000 SNEMT boardings have been provided. This quarter, more than \$975,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the months of January and March 2015*.

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

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Project U continued from the previous page...

Fare Stabilization Program

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

Status: Ongoing

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

Project V

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

Community Based Transit/ Circulators

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

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



Project W

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



Project X

Environmental Cleanup Program

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

Status: On-going

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

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

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



Part of Projects A-M

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

Freeway Mitigation Program

Status: Executing Agreement Documents; 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 six properties acquired (1,150 acres), and eight of the 11 restoration projects approved by the OCTA Board of Directors (Board), totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

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

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

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

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



Program Management Office

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

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

M2 Ordinance Matrix

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

M2020 Plan Review

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

10-Year Review

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

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2012-2015 M2 Performance Assessment Update

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

Measure M1 Closeout

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

M2 Administrative Cost Safeguards

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

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

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



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

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

Taxpayer Oversight Committee

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



M2 Financing

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

Revenue Forecast and Collection

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

Current Forecast

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

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

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

Schedule 1

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

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

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

Schedule 2

(\$ in thousands)	Quarter Ended Mar 31, 2015 (actual)	Year Ended Mar 31, 2015 (actual)	Period from Inception through Mar 31, 2015 (actual)	Period from April 1, 2015 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 70,206	\$ 220,476	\$ 1,078,291	\$ 14,677,179	\$ 15,755,470
Operating interest	1,358	3,630	9,439	407,961	417,400
Subtotal	<u>71,564</u>	<u>224,106</u>	<u>1,087,730</u>	<u>15,085,140</u>	<u>16,172,870</u>
Other agencies share of M2 costs	35	231	365	-	365
Miscellaneous	-	(181)	17	-	17
Total revenues	<u>71,599</u>	<u>224,156</u>	<u>1,088,112</u>	<u>15,085,140</u>	<u>16,173,252</u>
Administrative expenditures:					
SBOE fees	819	2,456	11,386	220,246	231,632
Professional services	440	706	8,468	99,922	108,390
Administration costs :					
Salaries and Benefits	463	1,389	13,378	146,748	160,126
Other	1,299	3,148	20,655	208,375	229,030
Other	5	30	3,596	25,267	28,863
Capital outlay	-	-	31	-	31
Environmental cleanup	836	1,665	8,007	293,544	301,551
Total expenditures	<u>3,862</u>	<u>9,394</u>	<u>65,521</u>	<u>994,102</u>	<u>1,059,623</u>
Net revenues	<u>\$ 67,737</u>	<u>\$ 214,762</u>	<u>\$ 1,022,591</u>	<u>\$ 14,091,038</u>	<u>\$ 15,113,629</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	2,755	5,298	26,945	25,760	52,705
Interest revenue from debt service funds	1	3	41	54	95
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,756</u>	<u>5,301</u>	<u>385,972</u>	<u>1,475,814</u>	<u>1,861,786</u>
Financing expenditures and uses:					
Professional services	1	214	3,776	12,340	16,116
Bond debt principal	6,865	6,865	19,875	1,788,652	1,808,527
Bond debt and other interest expense	10,968	21,948	93,919	1,417,105	1,511,024
Total financing expenditures and uses	<u>17,834</u>	<u>29,027</u>	<u>117,570</u>	<u>3,218,097</u>	<u>3,335,667</u>
Net bond revenues (debt service)	<u>\$ (15,078)</u>	<u>\$ (23,226)</u>	<u>\$ 268,402</u>	<u>\$ (1,742,283)</u>	<u>\$ (1,473,881)</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Revenues and Expenditures

Summary as of March 31, 2015 (Unaudited)

Schedule 3

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

Measure M2

Progress Report

LOCAL FAIR SHARE



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

Measure M2

Progress Report
LOCAL FAIR SHARE



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

Measure M2

Progress Report

CAPITAL ACTION PLAN



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

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Measure M2

Progress Report

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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	May-16	Aug-19	Jun-23
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Feb-16	Aug-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Nov-15	Nov-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	Apr-15
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	May-17
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$55.3	Aug-05	Dec-07	Jul-09	Nov-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.9	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Oct-15	Apr-17
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$63.5	Jul-07	Jun-10	Apr-12	Apr-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Nov-15	Jun-17

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Measure M2

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

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Measure M2

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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	\$62.6	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.3	Jan-01	Sep-09	Jul-10	Dec-14
Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.6	Jan-01	Sep-09	Oct-11	Sep-16
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$99.2	Jan-01	Sep-09	Jul-11	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$96.2	Jan-01	Sep-09	Jan-13	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	Oct-14	Jun-16	TBD	TBD
RAIL AND STATION PROJECTS:					
Rail-Highway Grade Crossing Safety Enhancements	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.4	Sep-10	Jul-11	Jun-12	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	TBD	TBD
Project R	\$25.3	Aug-11	Mar-14	Feb-16	Aug-18

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Measure M2

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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	Dec-15	TBD	TBD
Santa Ana/Garden Grove Fixed Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	TBD	Aug-09	Mar-15	Jun-17	Dec-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
Project R	TBD	Jan-03	May-07	Feb-11	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
Project R	\$18.6	Dec-09	Oct-15	Jan-16	Apr-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
Project R	\$4.0	N/A	N/A	Dec-13	Jun-16
Laguna Niguel/Mission Viejo Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
Project R	\$4.1	Jul-07	Dec-07	Aug-12	Oct-13
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.1	Jul-13	Jan-14	Aug-14	Feb-16
Project R	\$3.1	Jul-13	Feb-14	Apr-15	Oct-16
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$227.4	Apr-09	Feb-12	May-12	Dec-14

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

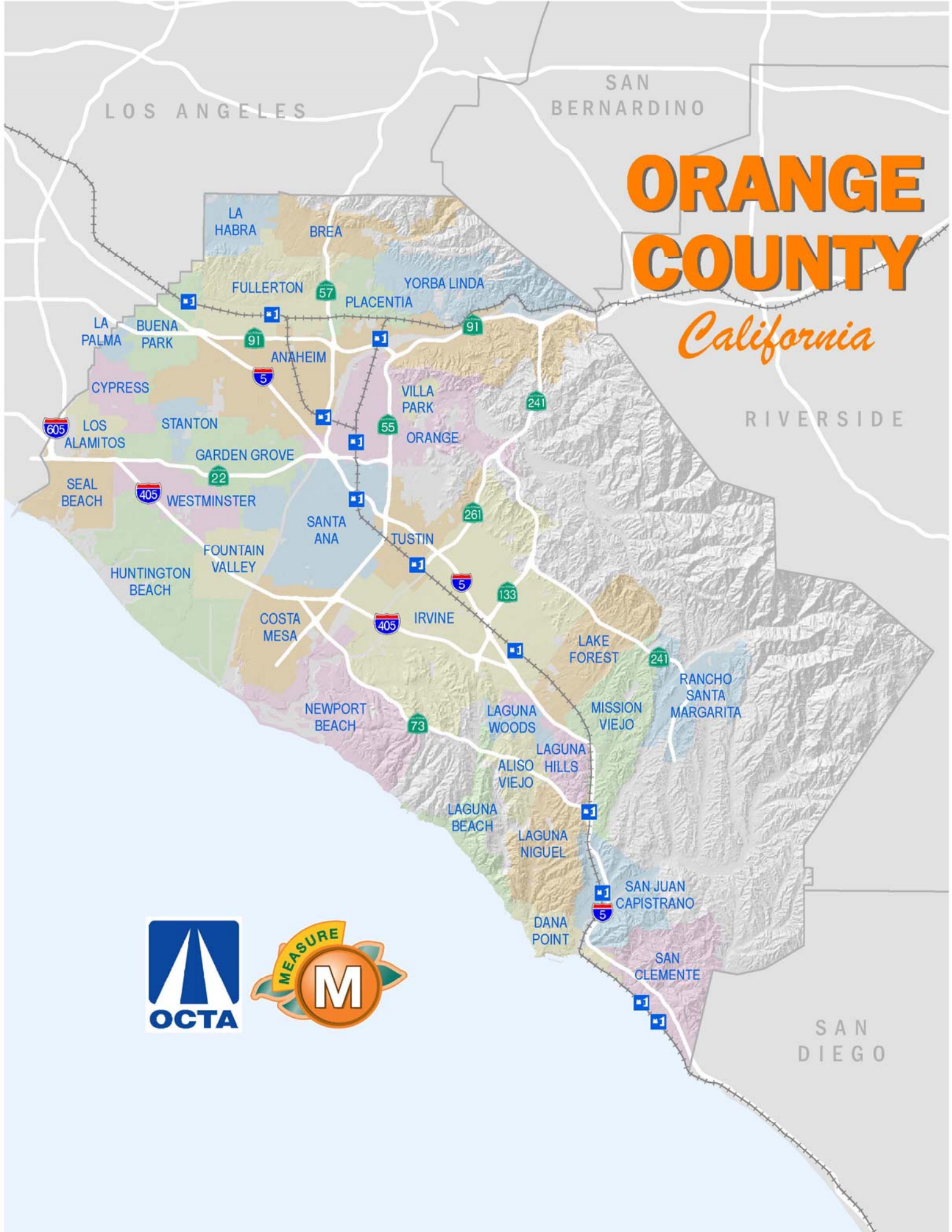
LOS ANGELES

SAN BERNARDINO

ORANGE COUNTY

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RIVERSIDE



SAN DIEGO