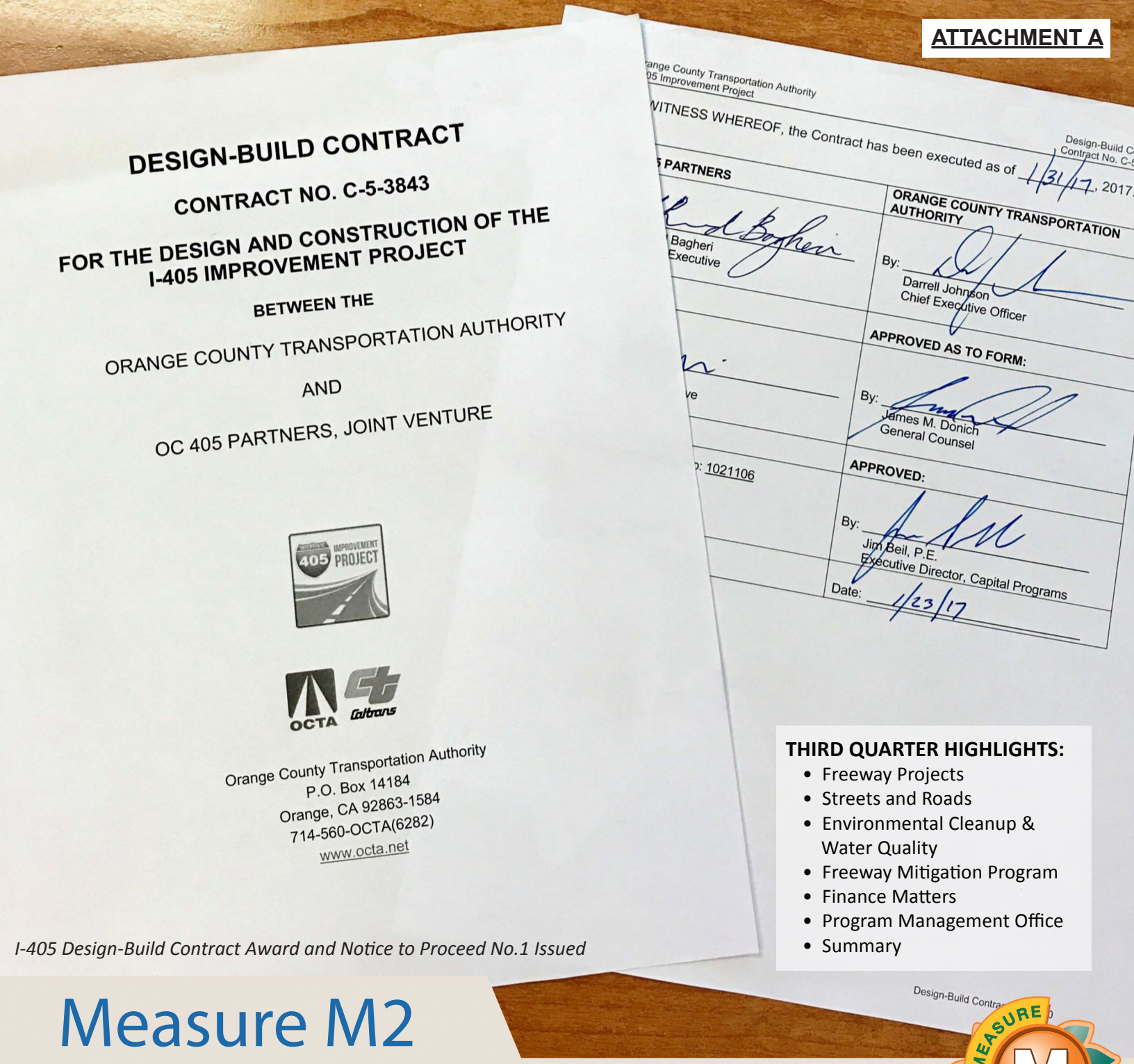
ATTACHMENT A



DESIGN-BUILD CONTRACT

CONTRACT NO. C-5-3843

FOR THE DESIGN AND CONSTRUCTION OF THE I-405 IMPROVEMENT PROJECT

BETWEEN THE

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

OC 405 PARTNERS, JOINT VENTURE

Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584
714-560-OCTA(6282)
www.octa.net

WITNESS WHEREOF, the Contract has been executed as of 1/31/17, 2017.

ORANGE COUNTY TRANSPORTATION AUTHORITY
By: Darrell Johnson, Chief Executive Officer

APPROVED AS TO FORM:
By: James M. Donich, General Counsel

APPROVED:
By: Jim Beil, P.E., Executive Director, Capital Programs
Date: 1/23/17

I-405 Design-Build Contract Award and Notice to Proceed No.1 Issued

THIRD QUARTER HIGHLIGHTS:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary

Measure M2

Progress Report

Third Quarter of Fiscal Year 2016-17
January 1, 2017 through March 31, 2017

Measure M2
Progress Report

SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from **January 1, 2017 through March 31, 2017** 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.

Cover photo shown commemorates a milestone for the I-405 Design-Build Project. On January 31, 2017, the design-build contract was executed with the design-builder OC 405 Partners, and Notice to Proceed No. 1 was issued.

Measure M2
Progress Report
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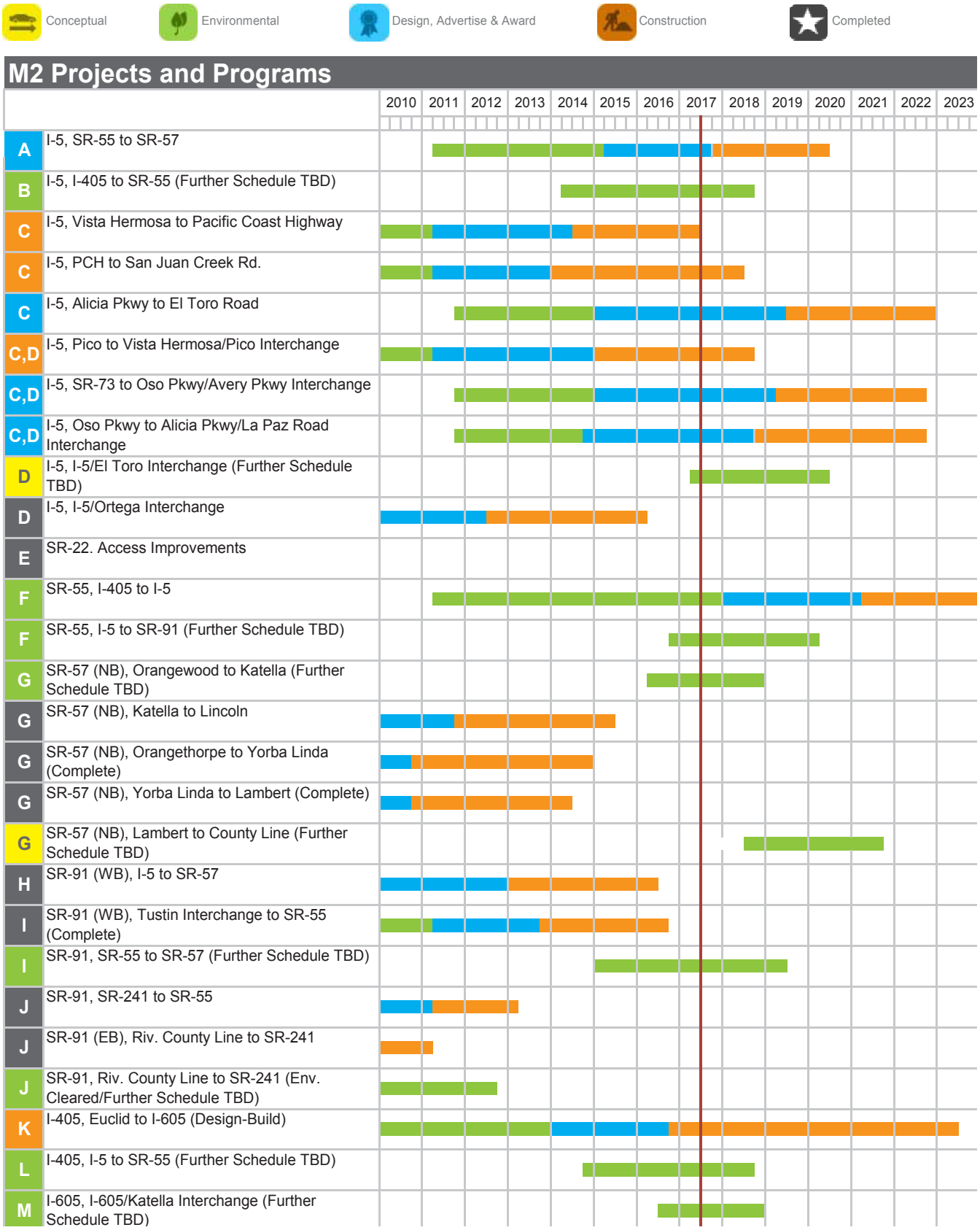
M2 Project Schedules



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M2 Projects and Programs

*Projects managed by local agencies.

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

Shown schedules are subject to change.

Key:

- One to Watch
- At Risk

M2 Delivery Risk Update

This section discusses the risks and challenges related to overall Measure M2 and Next 10 Plan delivery that the Measure M Program Management Office is watching – complete with associated explanations and proposed actions. The below risks have been identified in the Board-adopted Next 10 Delivery Plan.

	Delivery Risk	Explanation	Proposed Action
Financial			
1	Continuation of a lower-than-projected M2 revenue forecast of $14.2 billion or a reduction in external revenue assumptions would impact delivery.	The original projection in 2005 was $24.3 billion. With the revised Board-adopted forecast methodology in place to ensure more accurate projections, the forecast is 42% lower and the delivery plan has a greater reliance on external funding.	Continue to actively pursue all available state and federal revenue. As a result of the STIP funding delay, the freeway program may require additional local funding. In the interim, Staff has requested a STIP amendment on three projects in an effort to move the projects back on schedule.
2	Revenue assumptions related to Project K (I-405) not fulfilled.	The M2 cash flow assumes receipt of $245 million in Transportation Infrastructure Finance and Innovation Act (TIFIA) funds for the M2 portion of Project K.	If the TIFIA loan is not approved at the level assumed, a revised cash flow will be required to determine the need for revised delivery schedules and additional revenue sources.
3	The inability to scale the Freeway Program to available revenue with large freeway capital projects moving forward in the Next 10 timeframe.	Management of project scopes and schedules is key to the successful delivery of the overall Freeway Program. Given the magnitude of upcoming projects (e.g. Project K), any length of delay with associated cost escalation can be impactful and will need to be tightly managed.	Staff will work closely with project managers and Caltrans to seek cost-saving measures on freeway projects through changes in design parameters where possible. Tight monitoring of project schedules and scopes will be required to ensure delivery of the entire Freeway Program.
4	Rising cost of operating Metrolink train service.	Operational cost of Metrolink service continues to grow as new regulations are imposed, such as Positive Train Control, track-sharing arrangements with Burlington Northern Santa Fe, and new locomotive requirements.	Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized while service is optimized.
5	Timeframe for establishment of an endowment fund for long-term management of seven conservation properties (Preserves), as part of the Freeway Environmental Mitigation Program (EMP), may be extended.	A portion of the annual revenues for the EMP will be dedicated to the endowment deposits. If sales tax revenues continue to decline, it may take longer to establish the endowment and OCTA will need to continue to pay for the interim management of the Preserves.	Staff will continue to engage state and federal resource agencies to minimize management costs for the Preserves. Where successful, this will reduce the overall endowment obligation, enabling OCTA to set up the endowment in the prescribed ten-to-twelve year period.

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	Delivery Risk	Explanation	Proposed Action
Organizational			
6	Availability of specialized staff, given the scope of Right-of-Way (ROW) activities for various freeway construction activities.	Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Early acquisition is challenged by the heavy demand on Caltrans' ROW resources. This is further challenged by a change in meeting frequency by the California Transportation Commission, a necessary step in ROW settlement.	Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. If resource issues become a problem, OCTA should consider taking full responsibility for ROW activities. Staff is currently working with Caltrans to ensure ROW resource needs are met.
7	New operational responsibilities with both the I-405 Express Lanes and OC Streetcar	With the implementation of both the I-405 Express Lanes and the OC Streetcar service, OCTA will be increasing its overall role in operations.	OCTA holds a strong track record in operating the 91 Express Lanes. Additionally, OCTA will look to augment staff's capabilities to provide guidance for operating the OC Streetcar.
Policy			
8	New statewide directives creating additional hurdles for the Freeway Program in particular.	With new statewide directives focused on greenhouse gas reductions, it will be more difficult to environmentally clear the remaining M2 general purpose lane projects. Additionally, within the recently completed Caltrans managed lanes study, inclusion of managed lanes is suggested for M2 project corridors where the promise to the voters is the addition of a general purpose lane. Projects currently in the environmental phase are at possible risk.	OCTA will need to ensure that when freeway improvement projects are reviewed for environmental clearance, they are viewed as part of a larger suite of transportation improvements. OCTA staff will work closely with Caltrans to emphasize the importance of keeping the promise to the voters.
Market			
9	Major capital work underway in the Southern California region impacting OCTA's ability to secure resources needed for project and program delivery.	Competition for available resources for capital projects in the Southern California region has increased with the major capital work currently underway in Riverside, Los Angeles, and San Diego County. For future projects going forward, engineers, right-of-way experts, and materials will be in higher demand.	A market research analysis is currently underway. The analysis will evaluate staffing and resource needs to implement the Next 10 Plan and help guide OCTA in navigating the bidding environment. Any identified resource needs for Plan implementation will be brought to the Board as part of future budget adoption or in separate Board requests.

Next 10 Plan Update

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

On November 14, 2016, the Board of Directors (Board) approved the Next 10 Delivery Plan, a ten-year plan that outlines projects and programs for all modes of transportation to be delivered on an expedited schedule between 2017 and the year 2026. The plan identified ten deliverables for what is to be accomplished, with the overarching goal of successfully delivering the M2 Program by 2041 as promised.

Next 10 revenue, expense, and schedule sequencing assumptions have been incorporated into the M2 cash flow model. Tight monitoring of cash flow assumptions versus actual revenue, expense, and schedule activity is underway. This quarter, staff developed a tracking mechanism to monitor original Next 10 cash flow assumptions, against updated project cost estimates and contingency usage. Additionally, External Affairs, in collaboration with Government Relations and the Measure M Program Management Office, have successfully implemented the Next 10 communication plan. External stakeholders have been notified of the adoption of the Next 10 Delivery Plan through formal mailings, email, and digital communications.

Next 10 Plan Deliverables

1. Deliver $3 billion of freeway improvements promised in M2020 (Projects A-M).

The M2 freeway program currently consists of 27 projects or project segments. Of this amount, nine are already complete, and another nine are designated to be complete within the Next 10 time-frame. Together, the nine segments designated for completion make up the $3 billion delivery promise. Segments to be complete by 2026 include: three segments of I-5 between Avenida Pico and San Juan Creek Road (Project C) which are currently in construction, one project on I-405 between SR-55 and I-605 (Project K) in the Design-Build phase, another four segments on I-5 (one between SR-55 and SR-57 and the other three between SR-73 and El Toro Road) that are in design, and one segment on SR-55 (between I-405 and I-5) that is in the environmental phase. For more details, see previous page (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately $1.2 billion more in revenues, bringing the completed Freeway Program improvements to $4.2 billion (Projects A-M).

The final nine remaining project segments (of the 27 total) are on track to be environmentally cleared by 2020, making them “shelf ready” for future advancement as revenues become available. The Next 10 Plan designated another $1.2 billion (in addition to the $3 billion promised above) toward moving one or two projects from the nine into construction by 2026. Environmentally cleared projects that rank highest in congestion levels, readiness, and cost risk will be recommended to the Board to advance into the construction phase. Project I (between SR-55 and SR-57) meets the above criteria and was designated as a priority project by the Board in the Next 10 Plan.

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3. Allocate $1 billion, with $400 million in competitive funding to local jurisdictions to expand roadway capacity and synchronize signals (Project O and P) and $630 million in flexible funding to local jurisdictions to help maintain aging streets or for use on other transportation needs, as appropriate (Project Q).

Since M2 inception, OCTA invested approximately $231 million in M2 funds into the Regional Capacity Program (Project O), $70 million in Regional Traffic Signal Synchronization Program (Project P), and $271.4 million in the Local Fair Share Program (Project Q). Since the adoption of Next 10 Plan, a total of $27.2 million in Local Fair Share funds have been distributed to local agencies. Final funding recommendations for the 2017 Project O and P call for projects will be presented to the Board next quarter.

a. Complete the remaining three grade separation projects (Project O).
Grade Separation projects under construction include: Raymond Avenue, State College Boulevard, and Lakeview Avenue. Construction on Lakeview is anticipated to be complete by summer 2017. Construction on Raymond and State College is expected to be complete in spring 2018. To date, the Board has approved $664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects.

4. Expand Metrolink service between Orange County and Los Angeles County, contingent upon cooperation and funding participation from route partners; complete six rail station improvements (Project R).

The Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (Metro), and OCTA continue to work together to secure approval of a Memorandum of Understanding (MOU) with Burlington Northern Santa Fe (BNSF) Railway, which is necessary to operate train service on BNSF-owned tracks. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agency's respective railroad rights of way. Special counsel has been brought in to assist in these discussions.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased train service and commuter use - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026, which include: Laguna Niguel/ Mission Viejo Metrolink station ADA ramps (construction 43% complete), Orange Metrolink station parking structure (construction to begin in summer 2017), Placentia Metrolink station (construction to begin in spring 2018), Anaheim Canyon Metrolink station improvement project (construction to begin in late 2019), Fullerton Transportation Center elevators (construction is 5% complete), and San Clemente Pier Metrolink/Amtrak station lighting (construction 100% complete). For more details, see the project updates contained in the following pages.

5. Complete design, construction and begin operating the OC Streetcar (Project S) and complete the Orange County Transit Vision and the Harbor Corridor Transit Study to guide development of future transit connections (Project S).

<u>OC Streetcar</u>
To date, the Board has approved up to $306.4 million for the OC Streetcar project, including preliminary studies, environmental, project development and construction. The Federal Transit Administration (FTA) has shown strong support for this project, including ascribing an overall medium-high rating to it in their 2016 Annual New Starts Report. The full Notice to Proceed for design was issued in February 2016. Approval for entry into the New Starts Engineering phase was obtained from the FTA in January 2017.

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OC Transit Vision

During this quarter the "State of OC Transit" report was completed. This report provides an overview of existing transit service in Orange County, including the context in which it operates, the built environment, travel patterns, and demographics. It also summarizes important local and regional plans and policies, describes best practices in the development of rapid-transit corridors, and discusses emerging transportation trends and technologies. Finally, the report includes the transit-related opinions, perceptions, and priorities of a broad range of local stakeholders. The report can be downloaded from the project website at www.octa.net/octransitvision.The completed OC Transit Vision is expected to be presented to the Board in November 2017.

Harbor Corridor Transit Study

During the quarter, the Harbor Study team finalized a set of draft alternatives; and conducted outreach to share twelve (12) draft alternatives and solicit input from the public and stakeholders prior to the evaluation process. The outreach campaign was conducted from mid-February to mid-April and included: presentation of the draft alternatives to the OCTA Board and Transit Committee, two public open houses, a meeting with the stakeholder working group, updates to city councils in the study area and other organizations, and a social media campaign which included surveys and study updates, and options for providing comments.

With the outreach activities completed, the Harbor Study will focus on the final phase of the study in the fourth quarter. The final phase will evaluate the twelve (12) draft conceptual alternatives and present the evaluation results and a summary of the public comments to the OCTA Board during the month of July.

6. Provide up to $120 million in funding to expand mobility choices for seniors and persons with disabilities (Project U).

Since M2 inception, more than $45 million in Project U funds has been provided for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Included in this amount, approximately $5.2 million has been provided for the SMP, SNEMT, and Fare Stabilization programs since Next 10 Plan adoption.

7. Support local agency efforts to deliver Board-approved community transit projects and provide grant opportunities for local agencies to implement effective local transit services (Project V).

Since 2013, the Board has approved approximately $36.86 million to fund 29 community-based transit service projects (22 capital and operations grants and 7 planning grants). Approved projects service areas in 19 cities and the County of Orange: Anaheim, Costa Mesa, County of Orange, Dana Point, Fountain Valley, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Niguel, Lake Forest, Mission Viejo, Newport Beach, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Tustin, and Westminster. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff continuously monitors these services to ensure the performance standards are met and provide reports to the Board on a regular basis. For more details on program performance and service see page 30.

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8. Allocate $9 million in funding to improve the top 100 busiest bus stops in Orange County and support the modernization of the bus system to enhance the customer experience (Project W).

Between M2 inception and Next 10 Plan adoption, the Board approved up to $1,205,666 for supporting 51 city-initiated improvements and $370,000 for OCTA-initiated improvements. The $370,000 contribution was invested towards a mobile ticketing application (app) to make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses using smart phone devices to display bus passes as proof of payment. Following implementation of the existing projects, staff will work with local agencies to assess future funding needs. Future funding recommendations will be brought to the Board.

9. Ensure the ongoing preservation of purchased open space (Preserves), providing comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The Freeway Mitigation Program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 restoration projects approved for funding by the Board, totaling approximately 350 acres. These Preserves and restoration projects are folded into the OCTA Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which contributes mitigation to streamline the permitting process for M2 freeway projects. The program's Conservation Plan and Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were approved by the Board in November 2016. As part of the NCCP/HCP process, an endowment is required to be established to pay for the long-term management of the Preserves. As anticipated, the first deposit for the endowment was made in early 2017. In February 2017, the Board approved the funding of a new restoration project, the United State Forest Service San Juan Creek Restoration Project. This will help meet the remaining mitigation needs of the NCCP/HCP. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established. Additionally, staff will monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee until each project is implemented.

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs, with a goal of providing $40 million in grants to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (Project X).

Prior to Next 10 adoption, the Board awarded approximately $45 million for 138 Tier 1 and 22 Tier 2 projects. On March 13, 2017, the Board approved the FY 2017-18 Environmental Cleanup Program Tier 1 call for projects, totaling approximately $3.1 million. Staff is working with the ECAC to determine the best timing for the next Tier 2 call based on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects.

Interstate 5 (I-5) Projects

Project A

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

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

Status: Design Phase Underway - 90% Complete

Summary: This project will increase HOV capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, Caltrans completed their review of 95 percent Engineering Plans, Specifications & Estimates (PS&E). Safety review identified additional features that will be incorporated into the final design plans. The design phase is expected to be complete by mid-2017. Funding for the construction phase of this project was impacted by the STIP reductions. Staff is working with the California Transportation Commission (CTC) as well as evaluating alternative funding in hopes of keeping this project on schedule.

Project B

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

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

Status: Environmental Phase Underway - 59% Complete

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 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 consultant continued working on technical studies and obtained approval on some. The final Environmental Document is expected to be complete in August of 2018.

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Project C & Part of Project D

I-5 (SR-73 to Oso Parkway/ Avery Parkway Interchange) Segment 1

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

Status: Design Phase Underway - 80% Complete

Summary: This project will make improvements along I-5 between 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 and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, comments were received from Caltrans on ROW maps. All comments were addressed and maps were re-submitted on March 20, 2017 for final review. Staff continued to work with Caltrans regarding ROW support services. Work continued on the preparation of 95 percent PS&E submittal. Design work is anticipated to be complete in 2018. Due to extended ROW coordination, this project is marked "red" in the Capital Action Plan, signifying a delay of over three months beyond the original schedule.

I-5 (Oso Parkway to Alicia Parkway/ La Paz Road Interchange) Segment 2

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

Status: Design Phase Underway - 85% Complete

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase is currently underway. Major activities this quarter included receiving comments from Caltrans on the 95 percent PS&E submittal, continued coordination on the aesthetics concept plan, off-site sound walls, service contract with Southern California Rail Road Association (SCRRA) and Metrolink, and with Caltrans on ROW and utilities. Federal authorization to begin work on the ROW phase was granted in December. Due to extended ROW coordination, this project is marked "yellow" in the Capital Action Plan, signifying a delay of one to three months beyond the original schedule.

I-5 (Alicia Parkway to El Toro Road) Segment 3

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

Status: Design Phase Underway - 75% Complete

Summary: This project will make improvements along 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. Major activities this quarter included providing responses to comments received from the 65 percent submittal and completing meetings with the functional units for concurrence, continued coordination on the aesthetics concept plan, and the continued development of a plan to address potential impacts to Avenida De La Carlota and Southern California Edison power lines therein. Also held meetings with other utility agencies to determine the need, extent and schedules for third party relocations/protection. Due to extended ROW coordination, this project is marked "yellow" in the Capital Action Plan, signifying a delay of one to three months beyond the original schedule.

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

I-5 (Avenida Pico to Avenida Vista Hermosa)

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

Status: Construction Underway - 63% Complete

Summary: This segment adds a carpool lane in each direction on 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), which will also provide bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. During the quarter, Pile driving for the easterly half of Avenida Pico Undercrossing bridge was completed. Construction of both abutments for the easterly half of Avenida Pico Undercrossing bridge were completed and the false work installed. Construction of Avenida Pico retaining wall is in progress, and construction of the roadway section is ongoing. Construction is scheduled to be 100 percent complete in early 2018.

I-5 (Avenida Vista Hermosa to PCH)

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

Status: Construction Underway - 95% Complete

Summary: This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also includes reconstructing on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014. During the quarter, Hot Mix Asphalt (HMA) paving work in the southbound and northbound directions was completed. Continued working on landscaping, installation of signs and electrical systems throughout the job. Construction is scheduled to be 100 percent complete in June 2017. The added carpool lanes will be open to traffic when the segments at either side of this improvement are complete in early 2018. Due to numerous rain delays and some construction related work, this project is marked "yellow" in the Capital Action Plan, signifying a delay of two months beyond the original schedule.

I-5 (PCH to San Juan Creek Road)

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

Status: Construction Underway - 88% Complete

Summary: This segment will add one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also include reconstructing on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. During the quarter, construction of the roadway section, including the PCH connector bridge work and Hot Mix Asphalt (HMA) paving was completed. Traffic in both directions was shifted to the outside lanes and work on the median began. A soil issue identified in fall 2015 that was brought to the Board will delay the project completion. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of more than three months, with a revised completion date extending at least 19 months past the original schedule (September 2016). Construction work is scheduled to be 100 percent complete in spring 2018.

Project D

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

I-5 El Toro Road Interchange

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

Status: Environmental Phase Pending

Summary: Caltrans approved the Project Study Report/Project Development Support (PSR-PDS) on February 20, 2015, and the document is considered final and complete. The PSR-PDS includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and one alternate access point adjacent to the interchange. The project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin next quarter. The Cooperative Agreement for the Environmental Phase between OCTA and Caltrans was approved by the Board on October 10, 2016. The E-76 package to allow Caltrans to begin work was submitted to Caltrans for their processing and approval, and approval by FHWA. Work is anticipated to officially begin in the fourth quarter. An update by Caltrans on this study will be provided to the Board each quarter. The first update is scheduled to take place in May.

I-5/ Ortega Highway Interchange

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

Status: **PROJECT COMPLETE**

Summary: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over I-5, and improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. All lanes on the new bridge were opened to traffic on September 4, 2015. A dedication ceremony was held on October 1, 2015. The project was officially completed on January 15, 2016.

State Route 22 (SR-22) Project

Project E

SR-22 Access Improvements

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

Status: **PROJECT COMPLETE**

Summary: Completed in 2008, Project E made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove 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 (M1).

State Route 55 (SR-55) Projects

Project F

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

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

Status: Environmental Phase Underway - 90% Complete

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. The PDT has updated all technical studies and completed the Supplemental Draft Project Report and Environmental Document (SDPR & ED). The SDPR & ED will be circulated for public review and comment from April 3 to May 3 and a public hearing will be held on April 20, 2017. The project is ahead of the target schedule and staff is working with Caltrans to further accelerate the project schedule. The project is marked "red" in the Capital Action Plan, signifying a delay of more than three months. This project has been delayed by more than six years from its original schedule, due to differences in project determination between OCTA and Caltrans.

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

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

Status: Environmental Phase Underway - 5% Complete

Summary: This project will add capacity between 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. The environmental study will consider the addition of one general purpose lane in each direction between SR-22 and Fourth Street and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. During the quarter, the first PDT meeting was held and the development of work-plans for technical studies were initiated. The Environmental Phase is anticipated to be complete in 2019.

State Route 57 (SR-57) Projects

Project G

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

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

Status: Conceptual Phase Complete, Further Schedule TBD

Summary: Caltrans previously completed a 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 in the city of Brea. 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 (Metro) across the county line. Funding for environmental phase for this project was proposed to be included in the 2016 STIP but was removed due to funding constraints. Staff will evaluate alternative funding sources.

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

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

Status: **PROJECT COMPLETE**

Summary: Completed on May 2, 2014, this project improved capacity, operations, and traffic flow on SR-57 with the addition of a new 2.5-mile northbound general-purpose lane between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits include on and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The new general purpose lane was opened to traffic on September 23, 2013.

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

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

Status: **PROJECT COMPLETE**

Summary: This project increased capacity and improved operations on northbound SR-57 with a new 2.5 mile northbound general-purpose lane between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton. In addition to the new lane, capital improvements include reconstruction of northbound on and off ramps, widening of seven bridges, and the addition of soundwalls. The new general purpose lane was opened to traffic on April 28, 2014. The project was completed on November 6, 2014.

Continues on the next page...

Project G continued from previous page...

SR-57 NB (Katella Avenue to Lincoln Avenue)

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

Status: **PROJECT COMPLETE**

Summary: This project increased capacity and improved operations on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim with the addition of a new 3-mile general purpose lane, on and off-ramp improvements, and sound walls. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The project opened to traffic on November 19, 2014 and completed on April 21, 2015.

SR-57 NB (Orangewood Avenue to Katella Avenue)

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

Status: Environmental Phase Underway - 10% Complete

Summary: This project will add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, technical studies continued and outreach is preparing for an initial public information meeting which is expected to take place next quarter. The Environmental Phase is anticipated to be complete in late 2018.

State Route 91 (SR-91) Projects

Project H

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

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

Status: **PROJECT COMPLETE**

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. This quarter, closeout activities continued, including developing the final construction estimate. Construction is 100 percent complete, as of June 23, 2016. Consultant-supplied construction management services ended on September 29, 2016. The general purpose lane was opened to traffic on March 7, 2016.

Continues on the next page...

Project I

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

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

Status: **PROJECT COMPLETE**

Summary: This project improved 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 was intended to relieve weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, closeout activities took place, including development of the preliminary final construction estimate. The bypass lane was open to traffic on May 14, 2016. Construction is 100 percent complete. Contract Acceptance was granted on October 31, 2016.

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

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

Status: Environmental Phase Underway - 33% Complete

Summary: This project will improve traffic flow and operations along SR-91 within the cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound 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 others within the project limits. This quarter, the consultant continued working on technical documents. M2 and federal funds would pay for the mainline freeway improvements and future funding would need to be identified for connector portions of the project. Due to Caltrans requiring extra work for the unfunded study, this project has been delayed by more than one year from its original schedule. The project is being re-baselined and the environmental phase is expected to be complete in early 2019.

Project J

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

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

Status: **PROJECT COMPLETE**

Summary: Completed 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 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.

Continues on the next page...

Project J continued from previous page...

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

Contact: Rose Casey, Highways
(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 12 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 18 lane miles have been added to SR-91 since December 2010.

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

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

Status: RCTC's Design-Build - Initial Phase Complete March 20,2017

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 extenting the 91 Express Lanes and adding a general purpose lane east of SR 71, (completed March 20, 2017) 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 2016 SR-91 Implementation Plan.

Interstate 405 (I-405) Projects

Project K

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

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

Status: Design-Build Contract Underway

Summary: OCTA and Caltrans are working together to widen I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add one

Continues on the next page...

Project K continued from previous page...

general purpose lane, a second HOV lane to be combined with the existig HOV lane providing a dual express lane facility, and improve the local interchanges along the corridor from SR-73 to I-605. *

On January 31, 2017, the design-build contract was executed with the design builder, OC 405 Partners, and Notice to Proceed No. 1 was issued. While the bid received from OC 405 Partners was higher than the engineers estimate, the increase was accommodated in the project contingency. As a result, there was no change to the overall project cost.

On February 2 and 27, 2017, staff provided an update on the TIFIA loan pursuit efforts to the Finance and Administration Committee. and the Board an update on the TIFIA loan pursuit efforts.

During the quarter, work continued on right of way acquisition, utility coordination, environmental re-validations, execution of toll operating agreement with Caltrans, TIFIA loan pursuit, and development of the toll lanes system integrator procurement documents. Other work includes review of design builder submittals including the draft baseline schedule, quality management plan, and transportation management plan.

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

Project L

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

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

Status: Environmental Phase Underway - 75% Complete

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant continued working on technical

studies and obtained approval on most of the environmental technical studies and a number of engineering technical studies. The final Environmental Document is expected to be complete in July 2018.

Interstate 605 (I-605) Project

Project M

I-605/Katella Interchange Improvements

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

Status: Environmental Phase Underway - 22% Complete

Summary: This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The PSR/PDS was signed on May 11, 2015 by Caltrans. Three alternatives were approved within the document, including modification of interchange ramps and lane configurations on Katella Avenue from Coyote Creek Channel to Civic Center Drive. During the quarter, the consultant continued working on technical studies, as a result, Alternative 4 has been removed from further consideration. The final Environmental Document is anticipated to be completed in November 2018.

Freeway Service Patrol

Project N

Freeway Service Patrol

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

Status: Service Ongoing

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,578 motorists, weekend service provided assistance to 773 motorists, and construction service provided assistance to 369 motorists. Since inception, M2 and construction-funded FSP has provided a total of 56,095 assists to motorists on the Orange County freeway system.

Project O

Regional Capacity Program

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

Status: 2017 Call for Projects in Development

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. On August 8, 2016, the Board approved the release of the 2017 Call for Projects. This seventh Call for Projects will make approximately $32 million available to fund additional road improvements throughout the County. Applications were due October 21, 2016. OCTA received 16 applications for a total of $50.3 million in funding requests. Staff has evaluated local agency applications and the recommendations to fund 13 projects for $32.24 million were approved by the Technical Advisory Committee on February 22, 2017. Final funding recommendations will be presented to the Board in April 2017. Since 2011, 122 projects totaling more than $231 million have been awarded by the Board to date.

OC Bridges Railroad Program

This program will build seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. A status for each of the seven projects is included below. As of the end of this quarter, three grade separation projects are under construction, four are complete (Kraemer, Placentia, Orangethorpe, and Tustin/Rose), and the remaining projects are scheduled to be completed in 2017 and 2018.

Kraemer Boulevard Grade Separation

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

Status: **PROJECT COMPLETE**

Summary: The project located at Kraemer Boulevard railroad crossing is 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. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.

Lakeview Avenue Grade Separation

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

Status: Construction Underway - **93% Complete**

Continues on the next page...

Project O continued from previous page...

Summary: The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014. Project activities this quarter continued to include street drainage facility work, irrigation, landscaping, parking lots restoration, barrier slabs, underground electrical conduits, lighting, signals, pilasters, metal railing, and falsework placement for Atwood Channel Bridges soffit. The deck for the new Atwood Channel bridge was poured and completed in late February 2017. Lakeview Avenue (north of Orangethorpe Avenue) was closed to traffic on February 25, 2015, and was reopened with the connector road in late July 2016. Lakeview Avenue (south of Orangethorpe Avenue) was closed to through traffic on March 13, 2015, and is expected to reopen by summer 2017. Local access to all businesses will continue to be maintained. Construction is expected to be 100 percent complete by summer 2017. Due to utility conflicts and design changes, completion has been delayed four months. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of more than three months beyond the original schedule.

Orangethorpe Avenue Grade Separation

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

Status: **PROJECT COMPLETE**

Summary: The project located at Orangethorpe Avenue railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. OCTA oversaw construction of the project which was completed during the quarter. Final construction activities included landscaping, irrigation, survey monumentation, and construction close-out activities. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty.

Placentia Avenue Grade Separation

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

Status: **PROJECT COMPLETE**

Summary: The project located at Placentia Avenue railroad crossing is grade separated and open to traffic. This 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. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014, and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs

Continues on the next page...

Project O continued from previous page...

identified.

Raymond Avenue Grade Separation

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

Status: Construction Underway - **80% Complete**

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 is providing construction oversight, public outreach, railroad coordination and ROW support. Construction began on June 2, 2014. Activities this quarter continued to include retaining walls and Valencia Drive bridge approach slabs, pump station, storm drain, waterline, roadway pavement and mass excavation. Construction is expected to be 100 percent complete by spring 2018.

State College Boulevard Grade Separation

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

Status: Construction Underway - **80% Complete**

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter continued to include retaining walls, pump station, mass excavation, electrical, storm drain, street lighting, traffic signal, and roadway pavement. The intersection of State College Boulevard and East Valencia Drive was closed on January 9, 2015, for approximately two and a half years to allow for the construction of the new bridge at the railroad tracks. State College Boulevard, north of the railroad bridge, was opened to vehicular traffic on January 4, 2017. Construction is expected to be 100 percent complete by spring 2018.

Tustin Avenue/ Rose Drive Grade Separation

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

Status: **PROJECT COMPLETE**

Summary: The project located at Tustin Avenue/Rose Drive railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. OCTA oversaw construction of the project, which was completed during the quarter. Final construction activities included traffic signal controller, landscaping, irrigation, survey monumentation, and construction close-out and warranty activities. Construction was completed in October 2016 and construction acceptance was obtained from the cities of Anaheim and Placentia on

October 25, 2016. OCTA has turned over the maintenance responsibilities to the cities and commenced the one-year warranty.

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 for 2,000 intersections along 750 miles of roadway as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay.

On August 8, 2016, the Board approved the release of the 2017 RTSSP Call for Projects. This seventh Call for Projects will make approximately $8 million available to fund additional local agency signal synchronization projects throughout the County. Final funding recommendations for the 2017 Project P Call for Projects will be presented to the Board in April 2017.

To date, OCTA and local agencies have synchronized more than 1,600 intersections along more than 430 miles of streets (or 38 projects). There have been six rounds of funding to date, providing a total of 79 projects with more than $69.56 million in funding awarded by the Board since 2011.

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 $271.4 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See pages 47-48 for funding allocation by local agency.

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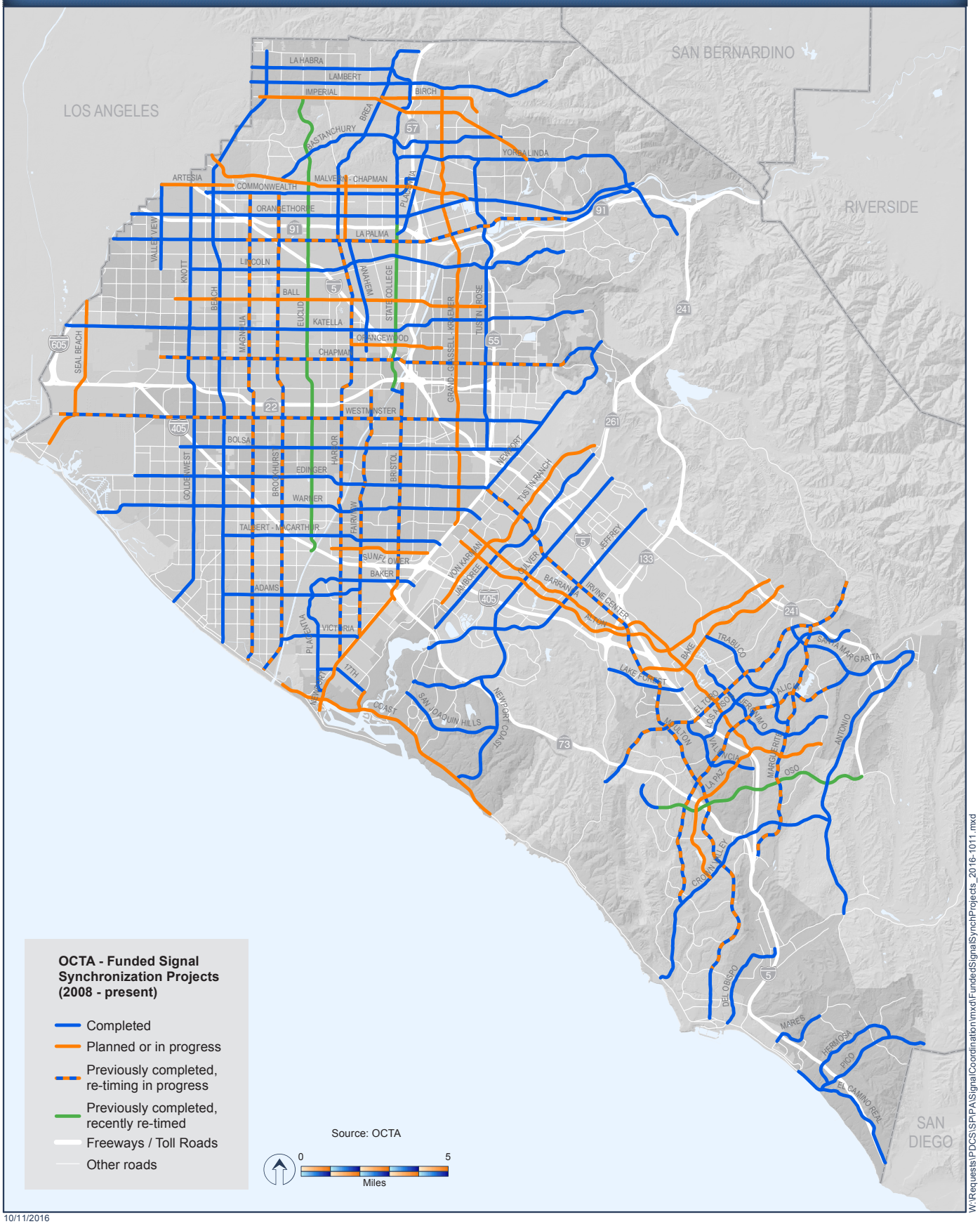
OCTA - Funded Signal Synchronization Projects (2008 - present)



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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 provided 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 the Metrolink Service Expansion Program (MSEP) improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during midday and evening hours. Efforts to increase ridership through a redeployment of the trains without significantly impacting operating costs have been underway since 2014. In April 2015, several schedule changes added a connection between the 91 Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Staff will continue to monitor ridership on these trains, but data through December 2016 shows sustained ridership as a result of these schedule changes.

Part of OCTA's re-deployment plan involves providing new trips from Orange County to Los Angeles. Staff continues to work with BNSF, RCTC, and Metro to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad rights of way. These discussions are ongoing and special counsel has been brought in to assist. Operation of additional Metrolink trains to Los Angeles is contingent on addressing indemnification and liability agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles,

Continues on the next page...

Project R continued from previous page...

which is currently anticipated in late 2017. Metrolink is the lead agency responsible for the negotiations.

Rail Corridor & 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, among other improvements 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.

Anaheim Canyon Metrolink Station

This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, improved pedestrian circulation, added benches, shade structures, and Ticket Vending Machines (TVM) at the Anaheim Canyon Metrolink Station. Preliminary plans are complete and CEQA was obtained in January 2017. NEPA clearance is expected in April 2017. A Request for Proposals (RFP) for final design will be released by the Board in April.

Fullerton Transportation Center Improvements - 5% Complete

Completed early on, a new 5-level parking structure, accommodating approximately 821 public parking spaces, was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was proposed with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Notice to Proceed was issued in January 2016 and improvements to the public restrooms were completed; however, the elevator portion of the project has experienced several delays due to sub-contractor issues and utility conflicts. The schedule is being revised by the contractor and construction is expected to take one year.

Laguna Niguel/Mission Viejo Station - 43% Complete

The Laguna Niguel/Mission Viejo station accessibility improvements project is currently in the construction phase. Improvements include new Americans with Disabilities Act (ADA)-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom. The contractor has finished relocation of the sewer line. The contractor continued with forming and placement of reinforcing steel on the west side. Excavation and shoring activities on the east side of the project has begun. The foundations of three new canopies have been poured and completion is anticipated in April. Due to various submittal requirements taking longer than expected, staff is anticipating the project will be completed 1-3 months beyond the original schedule. As a result, this project is marked “yellow” in the Capital Action Plan. The project is expected to be complete in July 2017.

Orange Parking Structure

OCTA is the lead for the construction phase of this project. The City of Orange is the lead for the design phase. An Invitation for Bids (IFB) was released in July 2016, and a bid opening was held on September 20, 2016. The

Continues on the next page...

Project R continued from previous page...

plans were deemed non-compliant with federal Buy America provisions and the procurement was cancelled. The construction contract was re-bid in November 2016 and due to complications, the procurement was canceled. A new procurement is underway and award of the construction contract is anticipated in June 2017 with construction to begin in the Summer of 2017. In September 2016, the Board approved the selection of a construction management firm. A contract will be signed once the construction contract is awarded by the Board. The completed project will be a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. This project is marked "red" in the Capital Action Plan, signifying a delay of more than three months.

Placentia Station

Plans for the proposed Placentia Metrolink Station Project were near completion but the City of Placentia requested to modify the plans to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new cooperative agreement with the City that revised the scope of the project and budget. There will now be a parking structure as part of the project and the City will contribute towards the cost. OCTA revised the agreement with the engineer of record and revisions to the plans are 60% complete. An RFP for construction management services was released in August 2016 and a selection was approved by the Board in December 2016. A contract for these services is expected to be in place in May 2017 so a constructability review can be done. The project is anticipated to begin construction in spring 2018 and is anticipated to be complete in fall 2019.

San Clemente Pier Station Lighting - 100% Complete

This project was completed on March 17, 2017, and is in the closeout phase. OCTA was the lead for design and installation of this project which added lighting to the existing platform and new decorative hand rails at the San Clemente Pier Station.

San Juan Capistrano/Laguna Niguel Passing Siding Project

Currently in the design phase, this project will add approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. The 90 percent design plans have been reviewed by SCRRA and the City of San Juan Capistrano (City). The design will remain at 90 percent as OCTA continues to work with the California Public Utilities Commission and the City to resolve the at-grade crossing status. The overall project cost impacts are currently estimated at $5.6 million above the original project budget of $25.3 million, which was based on a preliminary design in 2013. The project cost increase was due to necessary changes to the specified retaining wall type, height, and length due to site constraints, removal of Control Point (CP) Avery, replacement of an existing 1940 wooden trestle bridge, and other adjustments to project support costs and construction cost escalations. Completion of the design phase is expected in November 2017 and construction is expected to begin in mid-2018 due to continued discussion to resolve the crossing issue. Project completion is expected in late 2020. The project team continues to reduce the

Continues on the next page...

Project R continued from previous page...

overall schedule impact wherever possible. This project is marked "red" in the Capital Action Plan, signifying a delay of more than three months.

Tustin Parking Structure -100% Complete

Also completed early on, this project provided additional parking at the Tustin Metrolink Station to meet increased requirements associated with the MSEP by constructing a new 4-story parking structure with approximately 735 spaces, plus on-site surface parking. The parking structure was opened to the public on September 22, 2011.

Additional rail corridor improvements include: completion of the San Clemente Beach Trail Audible Warning System (AWS) project, which provides additional safety improvements and AWS devices at seven pedestrian grade crossings along the beach trail (AWS activation occurred on June 24, 2016); completed PSR's or environmental clearance for six potential grade separation projects along the LOSSAN corridor (State College Avenue, Ball Road, 17th Street, Santa Ana Boulevard, Grand Avenue, and Orangethorpe Avenue); replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will also accommodate a future bike trail on the south end along the creek (design is 60 percent complete); the Control Point project at Fourth Street in the City of Santa Ana, which will provide rail operational efficiencies; the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability; video surveillance, and continued implementation of Positive Train Control.

Sand Canyon Grade Separation

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

Status: **PROJECT COMPLETE**

Summary: The project located at Sand Canyon Avenue railroad crossing is grade separated and open to traffic. The project 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. The project is completed and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project completed the one-year warranty period and no repairs were identified. The project was closed out in mid-January 2017.

Project S

Transit Extensions to Metrolink

In order to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destination via transit extension. There are currently two areas of this program: a fixed guideway program (street car) and a rubber tire transit program.

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Project S continued from previous page...

OC Streetcar Project

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

Status: Design Phase Underway

Summary: OCTA is serving as the lead agency for the OC Streetcar project. FTA formally advanced the project into the Project Development phase of the federal New Starts program in May 2015. FTA has shown strong support for this project, including ascribing an overall medium-high rating to it in their Annual New Starts Report, which was released in February 2016. The full Notice to Proceed for design was issued in February 2016, and a consultant team was selected to prepare design plans (PS&E) for the project.

In January 2017, the OC Streetcar was approved by the Federal Transit Administration (FTA) into the New Starts Engineering phase. This significant milestone was preceded by the completion of 60 percent design in December 2016 as well as submission of project readiness documents. During the reporting period, staff continued to submit additional project readiness documents to FTA as required for the Full Funding Grant Agreement (FFGA) application. The FFGA application is anticipated to be submitted in May 2017, pending OCTA Board approval. FTA conducted a Risk Assessment workshop in March reviewing the Project's cost, schedule and scope as defined by the 60% design plans. Results of the Risk Assessment workshop will be presented to the Board in May 2017.

The Construction Manager performed an initial constructability review of the 60% design plans and provided input on construction elements, including schedule, phasing and contract specifications. This effort will be further refined upon 90% design completion that is scheduled for late April 2017.

Staff continued meetings with utility owners to identify utility conflicts and assist with their response to relocation claim letters. Additionally, negotiations continued regarding acquisition of properties required for the Maintenance and Storage Facility and relocation assistance for the residential and commercial tenants.

Meetings were held with the Safety and Security Committee to review the 60 percent design plans as well as with the California Public Utilities Commission (CPUC) to discuss the grade crossing applications, the traffic-related elements required for streetcar operations as well as approval of the required safety and security certification plan.

A pre-proposal meeting was held in January on the vehicle manufacturing and delivery procurement which was released in December 2016. Several addendums were issued to respond to proposers' questions, with the due date for proposals extended to late May 2017. Staff conducted interviews for the Public Awareness Campaign (PAC) Request For Proposals. Award of the PAC contract is scheduled for April 2017.

Efforts to secure the required agreements with the City of Santa Ana and City of Garden Grove continued. The public way use agreement was executed by the OCTA Board and City of Santa Ana. Negotiations were finalized for the construction agreements with the City of Santa Ana and City of Garden Grove and the agreement with the City of Santa Ana for incorporation of streetcar elements at the Santa Ana Regional Transportation Center. The latter agreements are scheduled to be considered by the OCTA Board and City Councils in April 2017.

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Project S continued from previous page...

Based upon an evaluation of multiple organizational models as well as a set of key considerations, the Board approved the contracting out of operations and maintenance services for the OC Streetcar. An RFP is anticipated to be released for Operation and Maintenance services in Fall 2017.

Bus and Station Van Extension Projects

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

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

Summary: Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County. To date, the Board has approved one round of funding for bus and van extension projects, totaling over $730,000. Four projects located within the cities of Anaheim and Lake Forest were approved for funding by the Board on July 23, 2012. Two projects have implemented service, one has been revised with a scope change, and the other has been cancelled. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest began in December 2012, and the Anaheim Canyon Metrolink Station Bus Connection began service in February 2013. Following detailed discussions with OCTA staff, the Board approved a scope change submitted by the City on behalf of Panasonic Avionics in December 2015, which utilizes the City's established shuttle program to provide trips between the Irvine Metrolink Station and the Panasonic employment center as an alternative to providing vanpool services. Service associated with Invensys Incorporated in the City of Lake Forest was cancelled at the request of the participant, and the funds have been returned to the program for use in future calls for projects. Service provided in the City of Anaheim carries approximately 90 passengers per day between the station and Anaheim Resort area.

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: **PROJECT COMPLETE**

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. This facility replaced the former Anaheim Station that was located on the opposite side of the freeway in the Angel Stadium parking lot.

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Project U continued from previous page...

Project U

Project U expands mobility choices for seniors and persons with disabilities, and includes the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Since inception, a total of approximately $45 million in Project U funding has been provided under M2.

Senior Mobility Program (SMP)

Contact: Curt Burlingame, Transit
(714) 560-5921

Status: Ongoing

Summary: This program provides one percent of net M2 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 $14.98 million and 1,708,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs shopping destinations, and senior and community center activities. This quarter, more than $987,400 was paid out to the 31 participating cities during the month of January and March*.

**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: Curt Burlingame, Transit
(714) 560-5921

Status: Ongoing

Summary: This program provides one percent of net M2 revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than $15.08 million and 547,000 SNEMT boardings have been provided. This quarter, more than $1 million in SNEMT funding was paid to the County of Orange*.

**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.*

Fare Stabilization Program

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

Status: Ongoing

Summary: Between years 2011-2015, one percent of net M2 revenues was dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance No. 3, adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

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Project U continued from previous page...

Approximately $844,293 in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. Throughout the quarter, approximately 3,224,986 program-related boardings were recorded on fixed route and ACCESS services. Since inception of the program, more than $16.7 million and 79,225,000 program-related boardings have been provided.

Project V

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

Community Based Transit / Circulators

Status: 2012 Call for Projects Service Ongoing, 2016 Call for Projects Service Begun

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 the first round of funding for $9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. Funding was approved 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. Prior to the second Call for Projects, Project V Guidelines were revised in 2015, per Board direction, to encourage more local agency participation. On June 13, 2016 the Board approved $26.7 million in Project V funds for 17 Capital and Operations grants and $323,780 for seven planning grants. OCTA staff has completed agreements with the local agencies to implement these projects. Services for the Cities of Westminster, Mission Viejo and San Clemente started in October 2016. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. In general, special event services are performing at high productivity levels. Since fixed route services are struggling to meet the ridership target, OCTA made recommendations to local agencies to conduct outreach efforts and route changes that can help improve the ridership. Staff will continue to monitor these services to ensure the performance standards are met and will provide reports to the Board on a regular basis.

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Project W

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

Safe Transit Stops

Status: City-Initiated Improvements Underway or Complete; Mobile Ticketing in Use

Summary: This project provides funding for passenger amenities at the 100 busiest transit stops across the County, determined by average daily weekday passenger boardings. Stop improvements will be designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board determined that 80 percent of available Project W funding ($4.47 million) would be designated for supporting city-initiated projects, and the remaining 20 percent ($1.12 million) would be directed towards the development and implementation of regional, customer-facing technologies that benefit the 100 busiest stops. On the same date, the Board approved up to $1,205,666 for city-initiated improvements and $370,000 for OCTA-initiated improvements in fiscal year 2014-15.

According to October 2012 ridership data, 15 cities (containing at least one of the 100 busiest stops) are eligible for Safe Transit Stops funding. Seven cities applied for funds, and 51 projects were approved for funding per the July 2014 Board approval. Letter agreements with local agencies to allow the use of funds are complete. The City of Anaheim was not able to initiate the improvements for their projects and will reapply for funds through the next Call for Projects. The remaining 43 projects have been moving forward. The Cities of Irvine, Westminster, Costa Mesa, Orange, and Brea have completed their projects. The City of Santa Ana awarded their contract in April 2016 and will report completion of the projects to OCTA in the future.

For OCTA-initiated improvements, the $370,000 investment has been contributed towards a mobile ticketing application (app) that will make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses by allowing riders to use their smart phones to display proof of payment or “mobile ticketing.” The smart phone app was launched on June 15, 2016, for OC Fair and Express Bus users and received positive reviews. It is planned to be expanded to include regular fixed route and college pass purchases next quarter, and then to include reduced fare purchases (for Seniors and Persons with Disabilities) early next year.

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Project X

Environmental Cleanup

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

Status: Ongoing

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. It 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 (ECAC) is charged with making recommendations to the Board on the allocation of funds for the Environmental Cleanup Program (ECP). 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 a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been six rounds of funding under the Tier 1 grants program. A total of 138 projects, amounting to nearly $17 million, have been awarded by the 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 Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. The seventh Tier 1 Call for Projects was released on March 13, 2017, providing approximately $3.1 million.

Staff continues to work with the ECAC and the County of Orange to recommend the appropriate timing of a third Tier 2 Call for Projects.

Part of Projects A-M

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

Freeway Mitigation Program

Status: Final Conservation Plan and EIR/EIS Approved by the Board

Summary: The Freeway 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 program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 restoration projects approved for funding by the Board, totaling approximately 350 acres. The restoration project plans have been approved by the wildlife agencies and are currently at various stages of implementation. 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

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Part of Projects A-M continued from previous page...

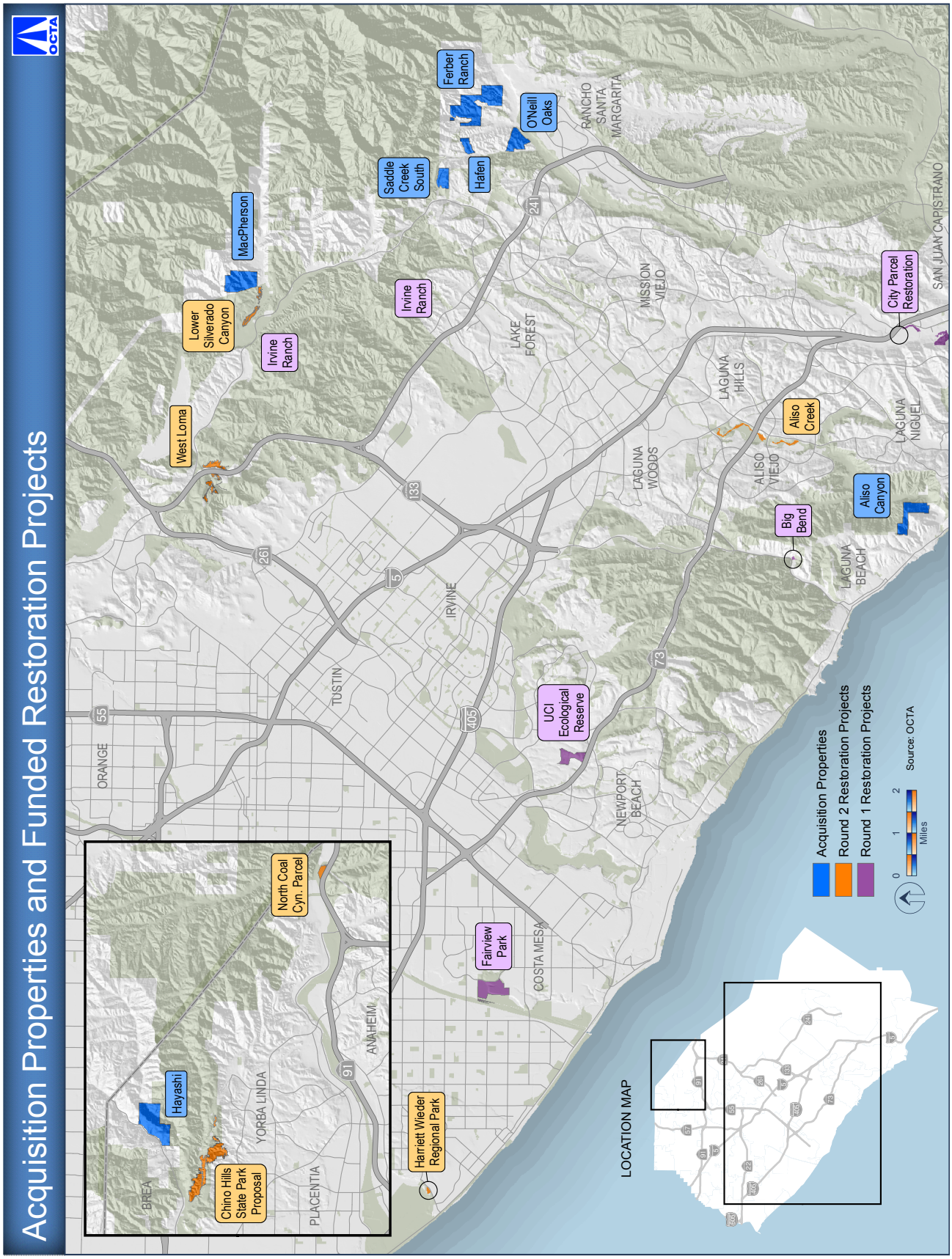
of approximately $55 million.

The program's Final Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) and Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were approved by the Board in November 2016. As part of the Conservation Plan process, an endowment is required to be established to pay for the long-term management of the Preserves. In September 2016, the Board approved Staff's recommendation to retain the California Community Foundation to establish the endowment. It is estimated that it will take up to fifteen years to fully fund the endowment. As anticipated, the first deposit for the endowment was made in early 2017. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established. Additionally, staff will monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee until each project is implemented.

Separate Preserve-specific RMPs for five Preserves within Trabuco and Silverado Canyons are currently being finalized and will determine the appropriate management needs (consistent with the Conservation Plan), which will include an assessment of recreational uses for each of the Preserves. In addition, the RMPs are also under development for the more recently acquired MacPherson and Aliso Canyon Preserves. Public access events will continue to be held on the Ferber Preserve as well as the O'Neill Oaks and Aliso Canyon Preserves. A list of scheduled 2017 wilderness Preserve hiking and equestrian riding tours is available on the M2 website at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 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).

See map of Preserves and funded restoration properties on the following page.


Acquisition Properties and Funded Restoration Projects
OCTA
Hayashi
Chino Hills State Park Proposal
North Coal Cyn. Parcel
Harriett Wieder Regional Park
Fairview Park
UCI Ecological Reserve
West Loma
Lower Silverado Canyon
MacPherson
Irvine Ranch
Irvine Ranch
Saddle Creek South
Hafen
Ferber Ranch
O'Neill Oaks
Big Bend
Aliso Creek
Aliso Canyon
City Parcel Restoration
BREA
YORBA LINDA
PLACENTIA
ANAHEIM
ORANGE
TUSTIN
IRVINE
COSTA MESA
NEWPORT BEACH
LAKE FOREST
LAGUNA WOODS
MISSION VIEJO
RANCHO SANTA MARGARITA
LAGUNA HILLS
ALISO VIEJO
LAGUNA BEACH
LAGUNA NIGUEL
SAN JUAN CAPISTRANO
LOCATION MAP
Acquisition Properties
Round 2 Restoration Projects
Round 1 Restoration Projects
0 1 2
Miles
Source: OCTA

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.

Next 10 Delivery Plan

On November 14, 2016, the Board of Directors adopted the Next 10 Delivery Plan providing staff guidance on delivery of M2 projects and programs between 2017 and 2026. The Next 10 Plan takes into account the revised sales tax revenue forecast (supplemented with external revenue – Federal, State and local dollars), updated project cost and schedules, and outlines key M2 project and program milestones to be delivered in the next 10 years. During the Next 10 time period, more than $6 billion in transportation improvements promised to the voters in M2 are to be completed or underway by 2026.

This quarter, staff developed a tracking mechanism to monitor original Next 10 cash flow assumptions, against updated project cost estimates and contingency usage. The tracking system is intended to ensure staff is able to cumulatively watch the impact of project cost changes. If a significant impact is identified that would impact OCTA's ability to deliver the Next 10 Plan as adopted, this information will be brought to the Board for action.

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 the most recent assessment reviewed the time period of July 1, 2012 through June 30, 2015. The final report and findings were presented to the Board on August 8, 2016 for approval. Overall, the FY 2012-13 through FY 2014-15 assessment commends OCTA's commitment to the effective and efficient management and delivery of the M2 Program. While there were no significant findings, recommendations for improvements were made. A total of 9 recommendations were identified and staff has been working to address and close out all recommendations. As planned, staff is on track to bring a closeout item to the Board by the end of the calendar year.

M2 Awareness and Signage

M2 Signage Guidelines were being developed in response to Performance Assessment findings regarding M2 awareness and public perception. These uniform guidelines will document signage procedures to follow for each of the M2 programs (Freeway, Streets & Roads, Transit, and Environmental projects) and will be designed to create a common brand across all modes. The effort was stalled due to concern over the continued use of Measure M in Orange County. With the passage of LA Metro's "Measure M" staff shared with the Board that a proposal will be brought forward to change the measure's logo. With the most common and visible use of the Measure M logo being on freeway funding signs and local

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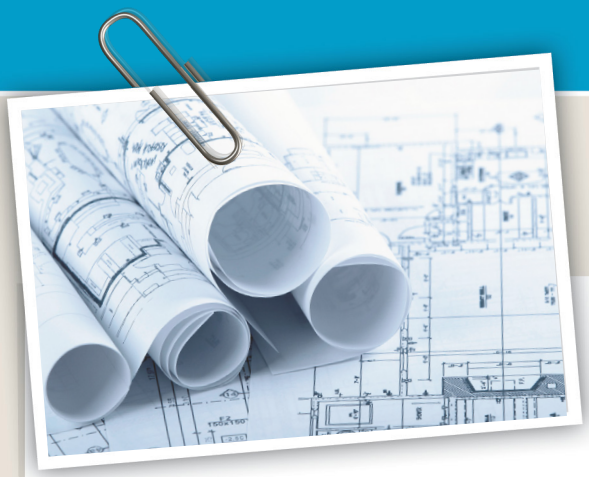

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street funding signs, staff has been working on some concepts. These will be brought forward in the coming months for consensus and approval.

M2 Administrative Cost Safeguards

Both M1 and M2 include one 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 one percent, only one 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 one percent, OCTA can still allocate the full one 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 one percent.

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently projected to be 41.6 percent) 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 Early Action Plan (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 aforementioned factors, OCTA has incurred higher than one 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 one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately $5.2 million from OCUTT. Over the last few years, OCTA has experienced underruns in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of the most recent March 2017 Taxpayer Oversight Committee Report, the outstanding balance was $2.2 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 18, 2017, to review labor reports to ensure costs attributed to the one 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 May 4, 2017, 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.

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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
- Annually certify whether Measure M funds have been spent in compliance with the plan.

The TOC met on February 14, 2017 to receive updated financial information on the M2 Quarterly Revenue & Expenditure Report (June 16, Sept. 16 and Dec. 16), approve the AER Subcommittee Eligibility Report FY 16-17, and hear presentations/updates on the Fourth Quarter 2016 Debt and Investment Report, I-405 Improvement Project, Final Natural Community Conservation Plan/Habitat Conservation Plan and Associated Environmental Impact Report/Environmental Impact Statement for the Measure M2 Environmental Mitigation Program, Measure M Next 10 Plan, and OC Streetcar.

Two subcommittees have been formed to assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to ensure local jurisdictions have submitted the following documents in order to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Traffic Signal Synchronization Plan, Pavement Management Plan, and an Expenditure Report. The Audit Subcommittee meets bi-monthly and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual Measure M Audit, as well as any other items related to Measure M audits.

M2 Financing

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

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. In the past, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. On March 28, 2016, as part of the FY 2016-17 budget development process, the Board approved a new sales tax forecast methodology. This methodology includes a more conservative approach by utilizing a five-year forecast from MuniServices, Inc. Historically, MuniServices, Inc. has been more conservative than the three universities over the first five years of M2 revenue collection (2011-2016).

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 long term forecasts received in July 2016, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately $14.2 billion. Original projections in 2005 estimated total nominal M2 sales tax collections at $24.3 billion. Based on the current estimated forecast of $14.2 billion, sales tax revenue will run approximately $10.1 billion (41.7 percent) less than the original 2005 projection. The revenue forecast for the life of the M2 Program will vary as actual sales tax revenue data is incorporated.

Final sales tax receipts through the second quarter of fiscal year 2016-17 (December 31, 2016) were received in March 2017, and reflected a growth in sales tax revenue of 2.79 percent over the same period of the prior fiscal year. The growth, while positive, is less than the budgeted sales tax growth rate of 4.4 percent for fiscal year 2016-17. Staff will continue to closely monitor sales tax receipts. At this time, no changes are required to the budget.

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Schedule 1

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2017
(Unaudited)

($ in thousands)	Quarter Ended Mar 31, 2017	Year to Date Mar 31, 2017 *(A)*	Period from Inception to Mar 31, 2017 *(B)*
Revenues:			
Sales taxes	$ 71,287	$ 230,688	$ 1,680,997
Other agencies' share of Measure M2 costs:			
Project related	29,790	57,019	533,214
Non-project related	34	49	488
Interest:			
Operating:			
Project related	36	36	38
Non-project related	1,724	5,142	22,224
Bond proceeds	3,239	6,482	42,479
Debt service	17	31	107
Commercial paper	-	-	393
Right-of-way leases	(6)	83	897
Proceeds on sale of assets held for resale	6,804	6,804	6,804
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	112,925	306,334	2,288,011
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	920	2,700	18,588
Professional services:			
Project related	10,820	21,699	294,548
Non-project related	518	1,219	16,262
Administration costs:			
Project related	2,132	6,394	50,934
Non-project related :			
Salaries and Benefits	591	1,774	19,214
Other	1,170	3,510	30,148
Other:			
Project related	3,062	3,126	4,804
Non-project related	3	23	3,823
Payments to local agencies:			
Project related	42,955	90,911	698,807
Capital outlay:			
Project related	13,687	29,481	575,974
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	7,475	7,475	34,560
Interest on long-term debt and commercial paper	10,665	21,336	136,873
Total expenditures	93,998	189,648	1,884,566
Excess of revenues over expenditures	18,927	116,686	403,445
Other financing sources (uses):			
Transfers out:			
Project related	(2,516)	(4,180)	(26,839)
Transfers in:			
Project related	3,471	3,964	79,508
Non-project related	(3,471)	(3,964)	1,973
Bond proceeds	-	-	358,593
Total other financing sources (uses)	(2,516)	(4,180)	413,235
Excess of revenues over expenditures and other sources (uses)	$ 16,411	$ 112,506	$ 816,680

Schedule 2

Measure M2
Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2017
(Unaudited)

($ in thousands)	Quarter Ended Mar 31, 2017 (actual)	Year to Date Mar 31, 2017 (actual)	Period from Inception through Mar 31, 2017 (actual)	Period from April 1, 2017 through March 31, 2041 (forecast)	Total
		(C.1)	*(D.1)*	*(E.1)*	*(F.1)*
Revenues:					
Sales taxes	$ 71,287	$ 230,688	$ 1,680,997	$ 12,480,077	$ 14,161,074
Operating interest	1,724	5,142	22,224	199,182	221,406
Subtotal	73,011	235,830	1,703,221	12,679,259	14,382,480
Other agencies share of M2 costs	34	49	488	-	488
Miscellaneous	-	-	100	-	100
Total revenues	73,045	235,879	1,703,809	12,679,259	14,383,068
Administrative expenditures:					
SBOE fees	920	2,700	18,588	187,276	205,864
Professional services	518	1,219	12,486	85,519	98,005
Administration costs :					
Salaries and Benefits	591	1,774	19,214	124,781	143,995
Other	1,170	3,510	30,148	210,247	240,395
Other	3	23	3,823	21,519	25,342
Capital outlay	-	-	31	-	31
Environmental cleanup	993	7,674	25,824	249,562	275,386
Total expenditures	4,195	16,900	110,114	878,904	989,018
Net revenues	$ 68,850	$ 218,979	$ 1,593,695	$ 11,800,355	$ 13,394,050
		(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	3,239	6,482	42,479	101,604	144,083
Interest revenue from debt service funds	17	31	107	3,881	3,988
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	3,256	6,513	401,572	1,555,485	1,957,057
Financing expenditures and uses:					
Professional services	-	-	3,776	12,340	16,116
Bond debt principal	7,475	7,475	34,560	1,768,010	1,802,570
Bond debt and other interest expense	10,665	21,336	136,873	883,282	1,020,155
Other	-	-	-	-	-
Total financing expenditures and uses	18,140	28,811	175,209	2,663,632	2,838,841
Net bond revenues (debt service)	$ (14,884)	$ (22,298)	$ 226,363	$ (1,108,147)	$ (881,784)

Schedule 3

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2017
(Unaudited)

Project	Description	Net Revenues through Mar 31, 2017	Total Net Revenues
	(G)	*(H)*	*(I)*
	($ in thousands)		
	Freeways (43% of Net Revenues)		
A	I-5 Santa Ana Freeway Interchange Improvements	$ 62,816	$ 527,928
B	I-5 Santa Ana/SR-55 to El Toro	40,122	337,200
C	I-5 San Diego/South of El Toro	83,799	704,279
D	I-5 Santa Ana/San Diego Interchange Upgrades	34,482	289,799
E	SR-22 Garden Grove Freeway Access Improvements	16,038	134,790
F	SR-55 Costa Mesa Freeway Improvements	48,916	411,110
G	SR-57 Orange Freeway Improvements	34,575	290,585
H	SR-91 Improvements from I-5 to SR-57	18,711	157,255
I	SR-91 Improvements from SR-57 to SR-55	55,665	467,834
J	SR-91 Improvements from SR-55 to County Line	47,072	395,609
K	I-405 Improvements between I-605 to SR-55	143,380	1,205,024
L	I-405 Improvements between SR-55 to I-5	42,728	359,103
M	I-605 Freeway Access Improvements	2,673	22,465
N	All Freeway Service Patrol	20,048	168,488
	Freeway Mitigation	34,264	287,972
	Subtotal Projects	685,289	5,759,441
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	$ 685,289	$ 5,759,441
	%		
	Street and Roads Projects (32% of Net Revenues)		
O	Regional Capacity Program	$ 159,372	$ 1,339,422
P	Regional Traffic Signal Synchronization Program	63,746	535,745
Q	Local Fair Share Program	286,865	2,410,929
	Subtotal Projects	509,983	4,286,096
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	$ 509,983	$ 4,286,096
	%		

Continues on following page...

Schedule 3

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2017
(Unaudited)

	Expenditures through Mar 31, 2017	Reimbursements through Mar 31, 2017	Net M2 Cost
	(J)	*(K)*	*(L)*
	$ 5,598	$ 1,593	$ 4,005
	5,947	2,740	3,207
	95,808	38,067	57,741
	1,803	527	1,276
	4	-	4
	7,841	23	7,818
	45,292	10,314	34,978
	32,972	809	32,163
	17,469	2,353	15,116
	6,942	5,294	1,648
	71,062	3,267	67,795
	6,674	4,802	1,872
	858	16	842
	266	-	266
	50,424	1,710	48,714
	348,960	71,515	277,445
	35,752	-	35,752
	$ 384,712	$ 71,515	$ 313,197
			28.4%
	$ 650,268	$ 385,120	$ 265,148
	30,232	4,879	25,353
	272,709	77	272,632
	953,209	390,076	563,133
	39,710	-	39,710
	$ 992,919	$ 390,076	$ 602,843
			54.6%

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Schedule 3

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2017
(Unaudited)

Project	Description	Revenues through Mar 31, 2017	Total Revenues
	(G)	*(H.1)*	*(I.1)*
	($ in thousands)		
	Transit Projects (25% of Net Revenues)		
R	High Frequency Metrolink Service	$ 146,359	$ 1,335,858
S	Transit Extensions to Metrolink	140,686	1,182,384
T	Metrolink Gateways	26,501	68,460
U	Expand Mobility Choices for Seniors and Persons with Disabilities	49,495	464,441
V	Community Based Transit/Circulators	31,865	267,810
W	Safe Transit Stops	3,517	29,560
	Subtotal Projects	398,423	3,348,513
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	$ 398,423	$ 3,348,513
	%		
	Measure M2 Program	$ 1,593,695	$ 13,394,050
	Environmental Cleanup (2% of Revenues)		
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 34,064	$ 287,650
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	$ 34,064	$ 287,650
	%		
	Taxpayer Safeguards and Audits		
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 25,215	$ 212,416
	%		
	Oversight and Annual Audits (1% of Revenues)	$ 17,032	$ 143,825
	%		

Continues on following page...

Schedule 3

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2017
(Unaudited)

Expenditures through Mar 31, 2017 (J)	Reimbursements through Mar 31, 2017 (K)	Net M2 Cost (L)
$ 162,902	$ 95,544	$ 67,358
13,286	2,103	11,183
98,213	60,956	37,257
46,854	88	46,766
2,461	131	2,330
198	26	172
323,914	158,848	165,066
22,208	-	22,208
$ 346,122	$ 158,848	$ 187,274
		17.0%
$ 1,723,753	$ 620,439	$ 1,103,314
$ 25,823	$ 292	$ 25,531
-	-	-
$ 25,823	$ 292	$ 25,531
		1.5%
$ 18,588	$ -	$ 18,588
		1.1%
$ 19,214	$ 2,182	$ 17,032
		1.0%

M2 FUNDS

ENTITY	3rd Quarter FY 2016/17	FUNDS TO DATE
ALISO VIEJO	$228,940.58	$3,382,327.01
ANAHEIM	$2,090,470.29	$29,342,316.85
BREA	$337,335.98	$4,917,096.39
BUENA PARK	$463,328.44	$7,855,049.10
COSTA MESA	$877,480.10	$12,355,820.43
CYPRESS	$309,124.74	$4,588,197.81
DANA POINT	$187,076.26	$2,798,422.94
FOUNTAIN VALLEY	$357,325.17	$5,355,956.38
FULLERTON	$ 758,091.64	$11,144,745.71
GARDEN GROVE	$879,315.63	$12,769,933.34
HUNTINGTON BEACH	$1,129,980.60	$16,632,146.90
IRVINE	$1,629,528.58	$22,543,011.41
LAGUNA BEACH	$151,727.83	$2,922,981.88
LAGUNA HILLS	$197,245.43	$2,725,736.45
LAGUNA NIGUEL	$385,608.12	$5,747,567.92
LAGUNA WOODS	$73,599.32	$1,102,582.53
LA HABRA	$303,580.80	$4,538,821.42
LAKE FOREST	$472,879.21	$6,710,310.59

M2 FUNDS

ENTITY	3rd Quarter FY 2016/17	FUNDS TO DATE
LA PALMA	$81,411.91	$1,479,974.16
LOS ALAMITOS	$76,309.92	$1,109,864.04
MISSION VIEJO	$548,103.87	$8,041,921.94
NEWPORT BEACH	$647,311.19	$9,406,639.05
ORANGE	$977,380.02	$14,071,538.82
PLACENTIA	$283,743.90	$4,066,001.90
RANCHO SANTA MARGARITA	$247,750.16	$3,636,831.98
SAN CLEMENTE	$333,969.78	$4,763,141.34
SAN JUAN CAPISTRANO	$216,825.15	$3,256,668.41
SANTA ANA	$1,655,070.79	$23,751,294.34
SEAL BEACH	$140,088.21	$2,194,593.42
STANTON	$175,219.63	$2,582,056.93
TUSTIN	$ 529,122.90	$7,600,761.20
VILLA PARK	$31,002.45	$447,023.62
WESTMINSTER	$508,962.03	$7,319,871.84
YORBA LINDA	$354,536.35	$5,133,248.99
COUNTY UNINCORPORATED	$1,134,828.52	$15,699,604.44
TOTAL M2 FUNDS	**$18,774,275.50**	**$271,446,544.85**

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

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
FREEWAY PROJECTS					
I-5, Pico to Vista Hermosa	$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	$89.6	**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	$71.1	**Jun-09**	**Oct-11**	**May-13**	May-17
I-5, PCH to San Juan Creek Rd.	$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	$71.0	**Jun-09**	**Oct-11**	**Jan-13**	Apr-18
I-5, I-5/Ortega Interchange	$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	$80.3	**Sep-05**	**Jun-09**	**Dec-11**	**Jan-16**
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**	**Sep-16**
I-5, SR-73 to Oso Parkway	$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	$151.9	**Oct-11**	**May-14**	Jan-18	Sep-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**	Dec-17	Aug-22
I-5, Alicia Parkway to El Toro Road	$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	$133.6	**Oct-11**	**May-14**	Sep-18	Dec-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	May-17	Apr-20	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Aug-18	TBD	TBD
Project B	TBD	**May-14**	Aug-18	TBD	TBD
I-5, SR-55 to SR-57	$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	$37.1	**Jun-11**	**Apr-15**	Jul-17	Jun-20

*For detailed project information, please refer to the individual project section within this 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	$375.9	**May-11**	Sep-17	Apr-20	Jun-25
SR-55, I-5 to SR-91	TBD	Dec-16	Jan-20	TBD	TBD
Project F	TBD	**Dec-16**	Jan-20	TBD	TBD
SR-57 (NB), Orangewood to Katella	TBD	Apr-16	Dec-18	TBD	TBD
Project G	TBD	**Apr-16**	Dec-18	TBD	TBD
SR-57 (NB), Katella to Lincoln	$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	$40.5	**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**	Nov-18
SR-57 (NB), Orangethorpe to Yorba Linda	$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	$52.4	**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	$54.8	**Aug-05**	**Dec-07**	**Jul-09**	**May-14**
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jun-17	Jan-19
SR-57 (NB), Lambert to Tonner Canyon (On Hold)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-18	Jul-21	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	$59.4	**Jul-07**	Jun-10	**Apr-12**	**Jun-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	**Aug-16**	May-18

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

Measure M2
Progress Report
CAPITAL ACTION PLAN

Grey = Milestone achieved
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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD
Project I	TBD	**Jan-15**	May-19	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	$43.8	**Jul-08**	**May-11**	**Feb-13**	**Jul-16**
SR-91, SR-55 to SR-241	$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	$79.6	**Jul-07**	**Apr-09**	**Aug-10**	**Mar-13**
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	**Feb-13**	**Feb-15**
SR-91 Eastbound, SR-241 to SR-71	$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	$57.8	**Mar-05**	**Dec-07**	**Dec-08**	**Jan-11**
I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD
Project L	TBD	**Dec-14**	Jul-18	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	$1,900.0	Mar-09	Mar-13	Nov-15	Apr-23
Project K	$1,900.0	**Mar-09**	**May-15**	**Nov-15**	May-23
I-605, I-605/Katella Interchange (Draft)	TBD	Aug-16	Nov-18	TBD	TBD
Project M	TBD	**Aug-16**	Nov-18	TBD	TBD
GRADE SEPARATION PROJECTS					
Sand Canyon Avenue Railroad Grade Separation	$55.6	N/A	Sep-03	Jul-10	May-14
Project R	$61.7	N/A	**Sep-03**	**Jul-10**	**Jan-16**
Raymond Avenue Railroad Grade Separation	$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	$124.8	**Feb-09**	**Nov-09**	**Dec-12**	Aug-18
State College Blvd. Grade Separation (Fullerton)	$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	$97.0	**Dec-08**	**Apr-11**	**Feb-13**	May-18

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

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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Placentia Ave. Grade Separation	$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	$64.4	**Jan-01**	**May-01**	**Jun-10**	**Dec-14**
Kraemer Blvd. Grade Separation	$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	$63.5	**Jan-01**	**Sep-09**	**Jul-10**	**Dec-14**
Orangethorpe Blvd. Grade Separation	$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	$108.6	**Jan-01**	**Sep-09**	**Oct-11**	**Oct-16**
Tustin Ave./Rose Dr. Grade Separation	$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	$98.3	**Jan-01**	**Sep-09**	**Jul-11**	**Oct-16**
Lakeview Ave. Grade Separation	$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	$107.4	**Jan-01**	**Sep-09**	**Jan-13**	Jul-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	**Oct-14**	Jun-17	TBD	TBD
RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	$90.4	**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	$5.0	**Sep-10**	**Jul-11**	**Jun-12**	**Mar-14**
San Juan Capistrano Passing Siding	$25.3	Aug-11	Jan-13	May-16	Jan-19
	$30.8	**Aug-11**	**Mar-14**	Nov-17	Jul-19
OC Streetcar	$309.0	Aug-09	Mar-12	Sep-17	Apr-20
Project S	$309.0	**Aug-09**	**Mar-15**	Sep-17	Jul-20
Placentia Metrolink Station and Parking Structure	$34.8	Jan-03	May-07	Jan-11	TBD
Project R	$34.8	**Jan-03**	**May-07**	**Feb-11**	Oct-19

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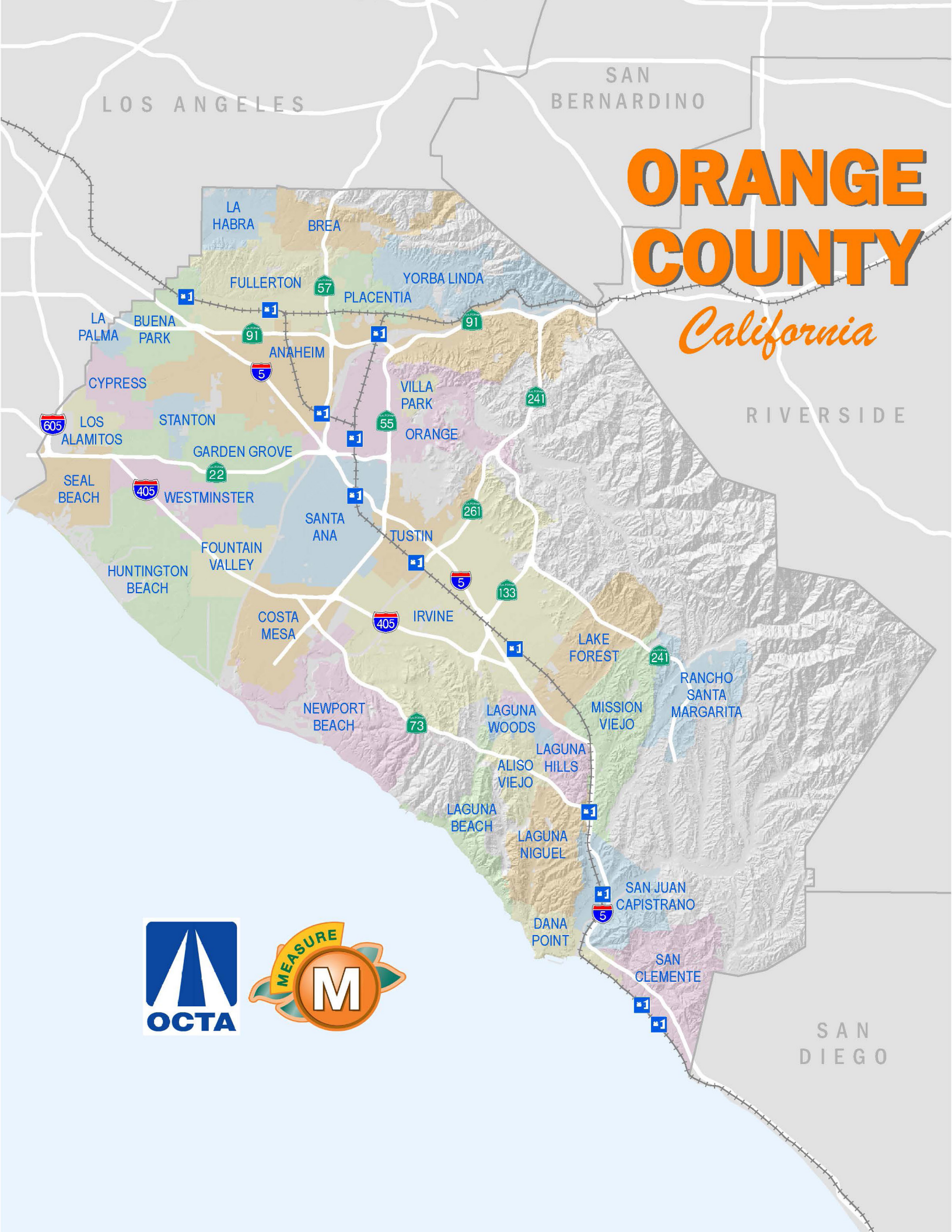
Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Anaheim Canyon Station	$27.9	Jan-16	Dec-16	TBD	TBD
	$27.9	**Jan-16**	Apr-17	Apr-19	Dec-20
Orange Station Parking Expansion	$33.2	Dec-09	Dec-12	Apr-13	Jun-18
	$33.2	**Dec-09**	**May-16**	**Apr-16**	Nov-18
Fullerton Transportation Center - Elevator Upgrades	$3.5	N/A	N/A	Dec-13	Mar-17
	$4.0	N/A	N/A	**Dec-13**	Jan-18
Laguna Niguel/Mission Viejo Station ADA Ramps	$3.5	Jul-13	Jan-14	Aug-14	Apr-17
	$4.9	**Jul-13**	**Feb-14**	**Jul-15**	Jul-17
Anaheim Regional Transportation Intermodal Center	$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	$230.4	**Apr-09**	**Feb-12**	**May-12**	**Dec-14**

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


ORANGE COUNTY
California
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
SAN DIEGO
LA HABRA
BREA
FULLERTON
YORBA LINDA
PLACENTIA
LA PALMA
BUENA PARK
ANAHEIM
CYPRESS
VILLA PARK
LOS ALAMITOS
STANTON
ORANGE
GARDEN GROVE
SEAL BEACH
WESTMINSTER
SANTA ANA
TUSTIN
FOUNTAIN VALLEY
HUNTINGTON BEACH
COSTA MESA
IRVINE
LAKE FOREST
RANCHO SANTA MARGARITA
NEWPORT BEACH
LAGUNA WOODS
MISSION VIEJO
LAGUNA HILLS
ALISO VIEJO
LAGUNA BEACH
LAGUNA NIGUEL
SAN JUAN CAPISTRANO
DANA POINT
SAN CLEMENTE
OCTA
MEASURE M