




**March 7, 2016**

**To:** Executive Committee

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

**Subject:** Measure M2 Quarterly Progress Report for the Period of October 2015 through December 2015

**Overview**

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

**Recommendation**

Receive and file as an information item.

**Background**

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

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

Additionally, during the quarter an amendment to M2 Ordinance No. 3 was proposed and adopted by the Board, and a brief update on staff's findings of a scrivener's error is included in this report.

### ***Discussion***

This quarterly report reflects current activities and progress across all M2 programs for the period of October 1, 2015 through December 31, 2015 (Attachment A).

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

### **M2020 Plan**

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

Additionally, Attachment A includes a summary of the PMO activities that have taken place during the quarter. Two areas in particular are highlighted below.

### **M2 Ordinance No. 3 Amendment Correction**

As a result of the M2 Ten-Year Comprehensive Review findings, an amendment was implemented to balance available funding between Projects R, U, and T within the transit category of the M2 Ordinance No. 3. The Board held a public hearing and unanimously voted to adopt the amendment on December 14, 2015. In January 2016, staff discovered a scrivener's error in the attachments of the December staff report, which incorrectly reflected the adopted amendment actions. Staff has a separate item on this agenda for the Board's action to correct this error for the record.

### M2 Triennial Performance Assessment

The third M2 Triennial Performance Assessment, covering the period from July 1, 2012 through June, 30, 2015, is underway. The assessment evaluates OCTA's performance on a range of activities covering planning, management, and delivery of the M2 Program. The final draft was provided to staff on February 25, 2016, and the final report will be presented to the Taxpayer Oversight Committee in April and the Board in May.

### Progress Update

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

- Interstate 5 (I-5)/Ortega Highway interchange construction opened to traffic, and a completion dedication ceremony took place on October 1, 2015 (Project D).
- On October 12, 2015, Interstate 405 (I-405) Improvement Project toll policy and finance plan assumptions and options were approved by the Board for analysis in the Traffic and Revenue Study. On November 9, 2015, the short-listing of four design-build (DB) teams for design and construction was approved (Project K).
- The Raymond Avenue grade separation bypass road was opened to traffic on October 19, 2015 (Project O).
- On October 23, 2015, OCTA received 27 applications for the Regional Capacity Program as part of the Board-approved \$35 million call for projects. Final recommendations were provided to the Technical Advisory Committee (TAC) on February 24, 2016, and are planned to go the Board for approval on April 11, 2016 (Project O).
- Also on October 23, 2015, OCTA received 18 applications for the Regional Traffic Signal Synchronization Program as part of the Board approved \$15 million call for projects. Final recommendations were also provided to the TAC on February 24, 2016, and are planned to go the Board for approval on April 11, 2016 (Project P).
- The Laguna Niguel/Mission Viejo Metrolink Station pedestrian access ramp construction contract was awarded to a consultant on October 26, 2015 (Project R).

- On October 30, 2015, OCTA submitted the required readiness documents supporting the New Starts Rating Application for the OC Streetcar Project. In December, a work plan to update environmental technical reports was developed to address design refinements made to the project (Project S).
- Updated Community Based Transit/Circulators Guidelines and a second call, with \$20 million available, were approved on November 23, 2015. Final recommendations on the selected projects are anticipated to go to the Board in June 2016 (Project V).
- On December 7, 2015, the new Tustin Avenue/Rose Drive roadway was opened to traffic. Construction activities on the project are anticipated to be complete by June 2016 (Project O).
- Procurement for the environmental phase of the State Route 55 (SR-55) project between I-5 and State Route 91 (Project F) and Interstate 605/Katella Interchange Improvement Project (Project M) was initiated during the quarter.

The following recent activities and/or accomplishments have taken place after the close of the first quarter:

- On January 11, 2016, OCTA received a letter that one of the four short-listed firms for the I-405 DB contract chose to back out, which leaves three firms moving forward. The upcoming construction-ready and advertise construction milestones are targeted for March/April 2016, upon release of the final request for proposals to the three short-listed DB teams (Project K).
- Public review of the SR-55 between I-405 and I-5 (Project F) draft environmental documentation ended on January 22, 2016. OCTA submitted comments to the California Department of Transportation (Caltrans) to reinforce that the scope and funding intent of M2 on SR-55 is for general purpose lane additions and operational improvements. Caltrans is scheduled to finalize selection of the project preferred alternative in March 2016 (Project F).
- On February 9, 2016, OCTA received notice that President Obama included in his next fiscal year budget \$125 million for the OC Streetcar Project, signaling federal endorsement for the much anticipated project. The inclusion of the OC Streetcar puts the project into the federal funding pipeline on the path to receiving up to half of the project's cost from federal funds (Project S).

- The City of Placentia (City) is continuing to work on revisions to the Placentia Metrolink Station parking plan and associated private development agreements. The proposed changes require additional design for the station and parking structure, which impact the scope and schedule of the project. There is currently no baseline schedule for this project. OCTA staff continues to work with the City to finalize cost and plan details (Project R).
- The City of Orange has environmentally cleared the Orange Metrolink Parking Structure project through a Notice of Determination under the California Environmental Quality Act, and has requested OCTA take over the lead agency role for construction. OCTA staff is currently reviewing the plans, cost estimate, and delivery schedule. It is anticipated that a cooperative agreement between the City of Orange and OCTA will be brought to the Board by April 2016 (Project R).

A critical factor in delivering M2 freeway projects is to ensure project scope, schedules, and budgets remain on target. Project scope increases, project delays, and resulting cost increases can quickly affect project delivery and have a cascading effect on other activities.

Caltrans and OCTA continue to work together to move projects forward; however, as with any program there are a number of issues that create challenges. Caltrans strategic policy direction has shifted away from system capacity enhancements, such as general purpose lane additions and now includes a focus on construction and enhancement of managed lane systems, including high-occupancy vehicle lanes. The goal of this policy shift is to increase average vehicle occupancy and contribute toward the state's greenhouse gas reduction goals.

The focus on managed lanes conflicts with the public's expectations for some M2 projects. It may also result in inconsistencies with the existing and draft Regional Transportation Plan/Sustainable Communities Strategy even though these documents achieve the greenhouse gas emission reduction goals, established by the California Air Resources Board pursuant to SB 375. Navigating this challenge by working closely with Caltrans will be important moving forward with the M2 freeway program.

A new challenge that the program is facing is related to the shortfall in State Transportation Improvement Program (STIP) funding. On January 25, 2016, the California Transportation Commission (CTC) provided OCTA with a revised 2016 STIP funding target that required OCTA to reduce its STIP program of projects by \$36.5 million, or by about 35 percent. This change is driven by the

drop in the price-based excise tax to ten cents/gallon. The CTC required all agencies, including OCTA, to revisit each County's STIP program of projects and submit revised projects on February 26, 2016. OCTA presented the revised plan to the Board on February 22, 2016. While this shortfall will have an impact on M2 projects, staff's proposed cuts were intended to keep the impact to M2 to a minimum.

***Summary***

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

***Attachment***

- A. Measure M2 Progress Report – Second Quarter of Fiscal Year 2015-16 – October 1, 2015 through December 31, 2015

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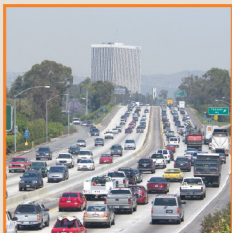
- SECOND QUARTER HIGHLIGHTS:**
- Freeway Projects
  - Streets and Roads
  - Environmental Cleanup & Water Quality
  - Freeway Mitigation Program
  - Finance Matters
  - Program Management Office
  - Summary

# Measure M2

## Progress Report



Second Quarter of Fiscal Year 2015-16  
 October 1, 2015 through December 31, 2015





### SUMMARY

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

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

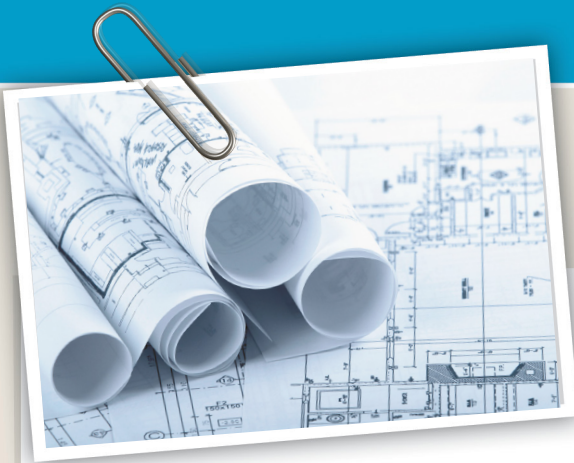




# Measure M2

## Progress Report

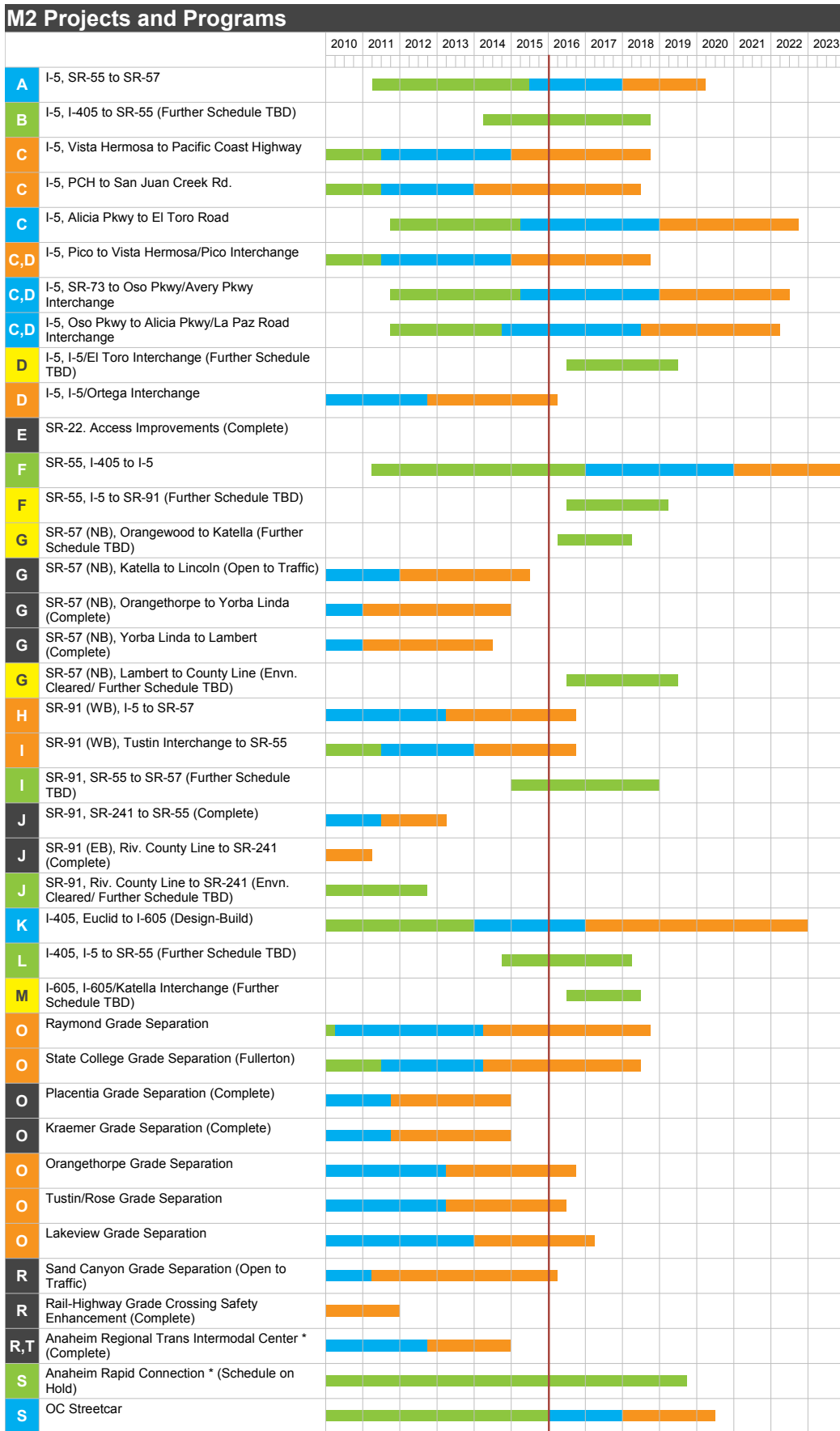
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### Project Schedules



\*Projects managed by local agencies.

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

Shown schedules are subject to change.

# Measure M2

## Progress Report

### M2 DELIVERY RISK UPDATE



**Key:**

- One to Watch
- At Risk

## M2 Delivery Risk Update

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

Delivery Risk	Explanation	Proposed Action	
1	Delay in project phases affecting overall costs and ability to deliver projects. Caltrans and OCTA maintain varying perspectives with regard to freeway program delivery.	A critical factor in delivering M2 is keeping project costs and schedules on target. All projects must remain on-track to ensure overall Plan delivery. Additionally, Caltrans and OCTA must remain coordinated, despite varying goals. OCTA is the funding agency, whose M2 mandate is to deliver projects promised to the voters while limiting impacts to the community. Caltrans' strategy is to address ultimate need for long-term solutions whenever possible. The challenge is how to balance these strategies.	Identify critical program activities and develop strategies to minimize delays. OCTA and Caltrans will work together to find common ground and allow for project delivery, which is critical to the success of both agencies. Projects experiencing delays will continue to be highlighted in these quarterly reports as well as divisional metric reports as appropriate. If a project is nearing a critical delay, a separate and specific project staff report will be presented to the Board to ensure awareness.
2	Availability of specialized staff given the scope of right-of-way (ROW) activities for the various freeway construction activities. The heavy demand on Caltrans' ROW resources will be a challenge for early acquisition. This is further challenged by a change in meeting frequency by the California Transportation Commission, a necessary step in ROW settlement.	Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. With the exception of Project K (I-405), OCTA does not have ROW authority and therefore relies on its partner Caltrans for this work effort.	OCTA and Caltrans will need to work closely to address the risk associated with Caltrans' limited ROW resources.
3	Availability of management and technical capabilities to deliver/ operate future rail guideway projects.	In February 2015, the OCTA Board approved the procurement of project management consultant services for the upcoming engineering and construction phases of the Santa Ana/Garden Grove (OC Streetcar) Project. The selected project management consultant will assist OCTA in the development of plans related to project delivery, as well as management and operations.	OCTA has prepared a Project Management Plan, which demonstrates OCTA has the technical and management capacity to construct and operate the OC Streetcar. The Plan includes a Risk Management Plan, and was submitted to FTA on October 30, 2015. This will have to be approved by FTA before entering into engineering. FTA is currently reviewing the Plan and is expected to approve/provide feedback by next quarter.
4	Changes in priorities over the life of the program.	The Plan of Finance adopted by the Board in 2012 included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.	Staff regularly monitors Plan performance and delivery constraints, and will highlight particular concerns as appropriate.



## M2020 Plan Update

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

### Progress Update

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

### M2020 Plan Objectives

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

Five of the 14 projects are complete: SR-91 between SR-241 and SR-55 (Project J), SR-57 between Yorba Linda Boulevard and Lambert Road (Project G), SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard (Project G), SR-57 between Katella Avenue and Lincoln Avenue (Project G), and most recently the Ortega Highway I-5 interchange project (Project D). Additionally, another five projects are currently under construction: three segments of I-5 between Pico to Vista Hermosa, Vista Hermosa to Pacific Coast Highway, and Pacific Coast Highway to San Juan Creek Road (Project C); SR-91 between I-5 to SR-57 (Project H); and SR-91 Tustin Avenue Interchange to SR-55 (Project I). Another three are in design, with one of the 14 projects in the environmental phase. For more details, see previous page (Project Schedules) and the project updates contained in the following pages.

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

One of the nine projects is already environmentally cleared – SR-91 between SR-241 and SR-15 (Project J) – which was cleared as part of RCTC's Corridor Improvement Program. Three projects are currently in the environmental phase, with another five projects slated to begin the environmental phase in 2016/17. All projects are scheduled to begin the environmental phase, as shown on the previous page (Project Schedules), and will be environmentally cleared by 2020.

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

To date, OCTA has awarded local agencies nearly \$246 million in Project O and Project P funds and has paid out over \$72.8 million (or approximately 30 percent) of the awarded funding for local streets and roads improvements, which have either started construction or are scheduled to start construction in the next 3-5 years. Additionally, the Board

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has committed to provide more than \$634 million in state, federal, and M2 funds for the OC Bridges program's grade separation projects. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, since inception, approximately \$201 million of Local Fair Share funds (Project Q) has already been distributed to local agencies. Approximately \$52 million will be distributed this fiscal year, and this amount is expected to grow annually.

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

Through M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. The signal program will meet the target early (prior to 2020) of synchronizing at least 2,000 signalized intersections by early 2017. There have been five rounds of funding to date, providing a total of 76 projects with more than \$72.6 million in funding awarded by the Board since 2011.

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

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

#### **6. Expand Metrolink service into Los Angeles (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 agencies respective railroad rights of way. Special counsel has been brought in to assist in these discussions. From a ridership perspective, data through December 2015 continues to indicate ridership is increasing on MSEP as a result of the April 2015 schedule changes that improve intra-county train utilization. These changes include the new 91 Line connection at Fullerton which allows for a later southbound peak evening departure from Los Angeles to Orange County.

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

Two fixed guideway projects have received Board approval for funding through preliminary engineering: OC Streetcar and Anaheim Rapid Connection. OCTA is the lead agency for the Santa Ana/Garden Grove Street Car (OC Streetcar) project. In April 2015, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact for the project, which completed the environmental phase. Following formal FTA approval on May 5, 2015, the project moved into the Project Development phase of the federal New Starts program. OCTA submitted the New Starts Rating Application and the Application to Request Entry into Engineering in September and October 2015. OCTA has entered into a Memorandum of Understanding with the City of Santa Ana and with the City of Garden Grove to identify project roles

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and responsibilities, including parameters on funding, design, construction, operation, and maintenance. On August 24, 2015, the Board approved using up to \$55.92 million of Measure M2 Project S funds for meeting New Starts match requirements for project development/construction. For the Anaheim Rapid Connection (ARC) project, preparation of environmental documentation is ongoing. The City of Anaheim is continuing to evaluate alternative alignments for the Locally Preferred Alternative, and anticipates to have a draft environmental document available for public review in Fall 2016. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and approximately \$11 million to the City of Santa Ana, totaling approximately \$29 million.

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

The City of Anaheim led the construction effort to build the Anaheim Regional Transportation Intermodal Center (ARTIC), which was opened to rail and bus service on December 6, 2014. A ribbon cutting ceremony was held on December 8, 2014, with a grand opening celebration on December 13, 2014. This facility replaced the former Anaheim Station that was located on the opposite side of the freeway. The ARTIC project is complete with the exception of final inspections permit closeout which are anticipated to be complete next quarter.

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

To date, approximately \$35 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.

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

On June 24, 2013, the OCTA Board of Directors approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. On February 9, 2015, OCTA staff provided a project status update to the Board. The Board directed staff to meet with local agencies interested in the next Call for Projects, and return with revised Project V Guidelines that encouraged more local agency participation. On September 23, 2015, staff presented updated Project V Guidelines and the Call for Projects recommendation to the Technical Advisory Committee (TAC) and received their approval. Updated Guidelines and the second Call for Projects, providing up to \$20 million for the Project V Community Based Transit Circulator Program, were approved by the OCTA Board on November 23, 2015. Local Agency applications for funding are due by February 29, 2016.

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

The Freeway Mitigation Program is proceeding as planned, with seven properties acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. Ten of these restoration project plans have been approved by the wildlife agencies and are currently being implemented, with the remaining project currently under development. To date, the Board has authorized \$42 million for property acquisitions (inclusive of designating funds to pay for long-term property maintenance), \$10.5 million to fund habitat restoration

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activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

The Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) along with the Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) document are currently being finalized after the public comments period, which closed on February 6, 2015. Comments received during the public comment period are being incorporated into the final NCCP/HCP and EIR/EIS, which are anticipated to be brought to the Board for adoption in mid-2016. The release of separate preserve-specific Resource Management Plans (RMP's) for the five properties within Trabuco and Silverado Canyons were released on November 11, 2015 and the comment period is open until February 8, 2016. These RMP's will determine the appropriate management needs (consistent with the NCCP/HCP) for each of the acquired properties. Public meetings were held on November 21 and December 9, 2015, respectively. The remaining two properties (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process. Public access events will continue to be held on the Ferber Preserve and potentially other Preserves such as O'Neill Oaks and Aliso Canyon. A docent-led hike was held on October 17, 2015 at the Ferber Ranch Preserve.

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

To date, there have been five rounds of funding under the Tier 1 grants program. A total of 122 projects in the amount of over \$14 million have been awarded by the OCTA Board since 2011. Subject to Board approval in February 2016, staff anticipates releasing the sixth Tier 1 Call for Projects in March 2016.

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

There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects totaling almost \$28 million have been awarded by the OCTA Board since 2013. Approximately \$10 million remains for a third call for projects, which is anticipated to occur in mid-2016.



## 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

**Summary:** This project will increase HOV lane capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the Project Design Team (PDT) completed structural type selection reports, preliminary foundation reports and 30 percent plans (base maps and plan sheets). Next quarter, comments on 30 percent plans will be addressed and development of 60 percent plans (preparing draft plans, specifications, and estimate) will begin. The design phase is expected to be complete mid-2017.

### Project B

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on 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 final decision on traffic methodology for this project along with others in the environmental phase was made by Caltrans and OCTA management and the tasks on critical path resumed. The lengthiness of the decision-making process on traffic methodology has impacted the project by delaying aspects of the environmental phase. As a result, this project is marked “red” in the Capital Action Plan, signifying a delay of at least three months. The draft Project Report and draft Environmental Document are expected to be complete in September 2017, and the final Environmental Document is expected to be complete in July of 2018.





## Project C & Part of Project D

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

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

**Status:** Design Phase Underway

**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 from Avery Parkway to Alicia Parkway and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, 65 percent Engineering Plans, Specifications & Estimates (PS&E) are in progress and will be submitted to Caltrans by June 2016. Staff also continues to work with Caltrans regarding right-of-way support services. The Right-of-Way Cooperative Agreement between OCTA and Caltrans was approved by the Board in October for approval. Design work is anticipated to be complete in late 2018.

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

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

**Status:** Design Phase Underway

**Summary:** This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Laguna Hills and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase is currently underway. Major activities this quarter included continued coordination with local cities and stakeholders on the aesthetics concept plan and coordination with Southern California Rail Road Association (SCRRA). In October, the OCTA Board approved the CEO to negotiate and execute the Right-of-Way Cooperative Agreement between OCTA and Caltrans, and staff continued to work with Caltrans to finalize language for this Cooperative Agreement. Design work is anticipated to be complete in 2017.

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

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

**Status:** Begin Design Phase

**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 continued coordination with local cities and stakeholders on the aesthetics concept plan, completion of the 35 percent Stage Plans, Specs and Estimates submittal and the continued development of a plan to address potential impacts to Avenida De La Carlota and Southern California Edison power lines therein. In October, the OCTA Board approved the CEO to negotiate and execute the Right-of-Way Cooperative Agreement between OCTA and Caltrans, and staff continued to work with Caltrans to finalize language for this Cooperative Agreement. Design work is anticipated to be complete in 2018.

# Measure M2

## Progress Report

### FREEWAYS



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

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

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

**Status:** Construction Underway

**Summary:** This segment adds a carpool lane in each direction on 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). Construction began in February 2015. This quarter, removal of the old (existing) retaining wall was completed. More than 120 steel piles were also driven into the ground as part of the foundation for the new abutments that will support the newly reconstructed bridge. In January and February 2016, another 120 piles will be added. Construction is now 23 percent complete and is anticipated to be 100 percent complete in late 2017 or early 2018.

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

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

**Status:** Construction Underway

**Summary:** This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway in San Clemente. Construction began in September 2014. This quarter, work continued on 13 retaining walls and sound walls, with major excavation and construction on both sides of the freeway, primarily between Avenida Vista Hermosa and Camino de Estrella. Work to widen the bridge over Avenida Vaquero, roadway work and drainage system installation work continued. Public outreach efforts continue to focus on residents affected by sound wall and retaining wall work. Construction is 39 percent complete and is scheduled to be 100 percent complete in late 2016 or early 2017.

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

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

**Status:** Construction Underway

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began in March 2014. This quarter, falsework removal of Stonehill bridge was completed, and drainage system work continued on the northbound onramp from PCH. Construction crews continued work on the PCH connector bridge, the Stonehill Drive/Camino Capistrano on-ramp, and on the retaining wall. A soil issue identified a few months ago that was brought to the Board will delay project completion time. Construction for this wall with the new approved design is in progress. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of at least three months. Work on the northbound I-5 on-ramp from PCH/Camino Las Ramblas continues. Construction work is 62 percent complete, and is anticipated to be 100 percent complete in Late 2017.



## 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:** PSR/PDS Document Complete

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

### I-5/ Ortega Highway Interchange

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

**Status:** Construction 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. During the quarter, the landscape replacement project was advertised for construction, and the contract was awarded by Caltrans on September 22, 2015. Reconstruction activities on the north-half of the bridge were also completed, including construction of the northbound on-ramp. Striping of the entire bridge was performed ahead of the dedication ceremony, which took place on October 1, 2015. All lanes on the new bridge are now open to traffic. A few project punch list items remain, and are scheduled to be complete by next quarter.

## 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) 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

**Summary:** This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. This quarter, the Draft Environmental Document was completed and Public Circulation began on November 25, 2015. Next quarter, the public comment period will end on January 22, 2016, and the PDT will address comments and recommend a preferred alternative selection. The project is marked “red” in the Capital Action Plan, signifying a delay of at least three months.

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

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

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

**Summary:** The Project Study Report/Project Development Support (PSR/PDS) was signed by Caltrans on January 12, 2015, completing the project initiation document phase. Once implemented, this project will add capacity between I-5 and SR 22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. All of the project alternatives in the draft PSR/PDS document include the addition of one general purpose lane in each direction between SR-22 and Fourth Street and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. Procurement for the environmental phase is underway and the Environmental Phase is anticipated to begin in September 2016 and 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

**Summary:** OCTA 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. The segment will be cleared environmentally by 2020. Future work will be planned so that it coincides with related work by the Los Angeles Metropolitan Transportation Authority across the county line.

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

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

**Status:** PROJECT COMPLETE



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

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

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

**Status:** PROJECT COMPLETE



**Summary:** This project increased capacity and improved operations by widening northbound SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard with the addition of a new general purpose lane, as well as on and off-ramp improvements, and the addition of soundwalls. Final traffic striping was completed on this segment and the new general purpose lane was opened to traffic on April 27, 2014. The project was completed on November 6, 2014.

#### 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 by widening northbound SR-57 between Katella Avenue and Lincoln Avenue with the addition of a new general purpose lane, as well as on and off-ramp improvements, and the addition of sound walls. The project was completed on April 21, 2015.



*Project G continued from previous page...*

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

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

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

**Summary:** This project will add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which were opened in Spring 2014 to traffic between Katella Avenue and Lincoln Avenue. Procurement for the environmental phase is underway and the Environmental Phase is anticipated to begin in March 2016 and be complete in mid-2018.

## State Route 91 (SR-91) Projects

### Project H

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

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

**Status:** Construction Underway

**Summary:** This project will add capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provide operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. This quarter, miscellaneous paving and concrete work was completed. Construction is approximately 93 percent complete and is anticipated to be 100 percent complete in early 2016. Additional consultant-supplied construction management services was approved by the Board to meet the current construction completion timeline.

### Project I

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

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

**Status:** Construction Underway

**Summary:** This project will improve traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, miscellaneous drainage, paving and concrete work was completed. Construction is approximately 85 percent complete. The project is anticipated to be complete in mid-2016.

# Measure M2

## Progress Report

### FREEWAYS



*Project I continued from previous page...*

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

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

**Status:** Environmental Phase Underway

**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 and a final decision on traffic methodology was made by Caltrans and OCTA management on this project as well as others in the environmental phase, which allows all tasks to move forward without further delay. In December, the Board approved the consultant amendment to include the SR-91/SR-55 connector study. While this connector will be further studied, there is no funding identified for the added improvements. If the connector becomes part of the Caltrans-selected final project alternative, it would need to be a phased project. Measure M funds would pay for the mainline freeway improvements and future funding would need to be identified for the connector portion of the project. The environmental phase is expected to be complete in late 2018.

## Project J

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

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

**Status:** PROJECT COMPLETE



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

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

**Contact:** Rose Casey, 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,

*Continues on the next page...*

# Measure M2

## Progress Report

### FREEWAYS



*Project J continued from previous page...*

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 Construction Underway

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

## Interstate 405 (I-405) Projects

### Project K

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

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

**Status:** Design-Build Procurement Underway

**Summary:** OCTA and Caltrans have finalized the environmental studies 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 mainline capacity and improve the local interchanges along the corridor from SR-73 to I-605.

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

*Continues on the next page...*





*Project K continued from previous page...*

On October 12, 2015, the Board approved assumptions for the express lanes toll policy and finance plan and approved options for analysis in the Traffic and Revenue Study. On November 9, 2015, the Board approved the short-listing of four design-build teams and approved the release of the draft Request for Proposals (RFP) for the design and construction of the project to the four short-listed teams. In December, staff conducted industry review meetings with the short listed design-build teams.

During the quarter, work continued on the final RFP. Coordination efforts continued with various utility companies, corridor cities and agencies including Orange County Flood Control District (OCFCD), Orange County Sanitation District (OCSD), and environmental permitting agencies. In addition, the right of way acquisition process began this quarter.

Additional project risks include potential legal actions by opponents of the project, potential escalation of costs associated with further delay and compression of time available for right-of-way acquisition.

## Project L

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the Project Development Team continued engineering and environmental work. The final decision on traffic methodology affecting this project along with others in the environmental phase was made by Caltrans and OCTA management and the tasks on critical path resumed. The lengthiness of the decision-making process on traffic methodology impacted the project by delaying aspects of the environmental phase. As a result, this project is marked “red” in the Capital Action Plan, signifying a delay of at least three months. The draft Project Report and draft Environmental Document are expected to be complete in June 2017, and the final Environmental Document is expected to be complete in March 2018.



## Interstate 605 (I-605) Project

### Project M

#### I-605/Katella Interchange Improvements

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

**Status:** Procurement Initiated

**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 Executive Management. 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. With the PSR/PDS approved, the project has now advanced to the Environmental Phase for further detailed engineering and project development efforts. During this quarter, procurement for the Environmental Phase was initiated and the study is anticipated to begin in fall of 2016.

## 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 this quarter, the midday service provided assistance to 1,604 motorists, weekend service provided assistance to 842 motorists, and construction service provided assistance to 771 motorists. Since inception, M2 and construction-funded FSP has provided a total of 41,589 assists to motorists on the Orange County freeway system.



## Project O

### Regional Capacity Program

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

**Status:** 2016 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 10, 2015, the Board approved the release of the 2016 Call for Projects. This sixth Call for Projects will make approximately \$38 million available to fund additional road improvements throughout the County. One-on-one meetings were held with local agencies during the month of September to assist in the preparation and submittal of grant applications. Training for the use of OC Fundtracker, the online application submittal tool, was also provided. Applications for funding were due on October 23, 2015. Since 2011, and after five completed Call for Projects, 103 projects totaling more than \$193 million have been awarded by the Board to date. OCTA has received local agency applications for funding and is in the process of evaluation at this time. Final Recommendations will be provided to the Technical Advisory Committee by March 2016 and to the OCTA Board by June 2016.

### OC Bridges Railroad Program

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

This program will build seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the BNSF Railroad in North County. A status for each of the seven projects is included below. As of the end of this quarter, five grade separation projects are under construction and two are complete (Kraemer and Placentia).

### Kraemer Boulevard Grade Separation

**Contact:** Rose Casey, 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. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one year warranty.

# Measure M2

## Progress Report STREETS & ROADS



*Project O continued from previous page...*

### Lakeview Avenue Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014. Project activities this quarter continued to include utility relocation and removal work, street drainage facility work, underground detention basin and jack and bore work and retaining walls. In addition, pile driving for the north bridge abutment was completed. Lakeview Avenue (north of Orangethorpe Avenue) was closed to traffic on February 25, 2015, and is expected to reopen with the connector road in April 2016. Lakeview Avenue (south of Orangethorpe Avenue) was closed to through traffic on March 13, 2015 and is expected to reopen in November 2016. Local access to all businesses will continue to be maintained. Construction progress is approximately 40 percent complete and is expected to be 100 percent complete by early 2017.

### Orangethorpe Avenue Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Orangethorpe Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction, which continued during the quarter. Construction activities this quarter included utility relocation, building the foundation for the south half of Carbon Canyon bridge, building girder diaphragms for Orangethorpe Avenue bridge, building barrier rail, screen walls and pavement at the Orangethorpe Avenue/Chapman Avenue intersection, building barrier slabs for retaining walls, and continued roadway improvements on Miller Street. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014, and is expected to reopen in early 2016. Chapman Avenue was closed on January 5, 2015, and is expected to be opened in early 2016. Construction progress is approximately 82 percent complete and the project is expected to be 100 percent complete by mid-2016.

### 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. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014, and OCTA has turned over the maintenance responsibilities to the cities and commenced the one year warranty.

# Measure M2

## Progress Report STREETS & ROADS



*Project O continued from previous page...*

### Raymond Avenue Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction began on June 2, 2014. Activities this quarter continued to include utility relocations, temporary bypass road grading and paving, temporary lighting, various street drainage facility work, sewer and waterline relocation work and railroad retaining wall construction, placement of shoring for mass excavation at the bridge and pump station. The BNSF track-laying machine placed shoofly tracks (temporary bypass tracks) on June 10, 2015, and shoofly tracks were activated on October 9, 2015. Raymond Avenue was temporarily closed on September 8, 2015 to allow construction of the bypass road and temporary railroad crossing. The bypass road was opened to traffic on October 19, 2015. Construction progress is approximately 54 percent complete and is expected to be 100 percent complete in mid-2018.

### State College Boulevard Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter continued to include retaining wall shoring, various street drainage facility work, and railroad retaining wall construction and grading, as well as sewer, waterline and utility relocation work. The BNSF track-laying machine placed the shoofly tracks on June 9, 2015, and shoofly tracks were activated on October 9, 2015. 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. Construction progress is approximately 39 percent complete and is expected to be 100 percent complete by early-2018.

### Tustin Avenue/ Rose Drive Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Tustin Avenue/Rose Drive railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction for this project. On October 15, 2015, precast girders were placed on the center span over the railroad tracks and the deck was completed afterwards. The contractor placed pavement on the new Tustin Avenue/Rose Drive and the roadway was opened to traffic on December 7, 2015. Other construction

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# Measure M2

## Progress Report STREETS & ROADS



*Project O continued from previous page...*

activities this quarter included placing reinforcement steel for rail barrier on retaining walls and bridge, removing bridge falsework, building raise median along Orangethorpe Avenue, installing traffic signals, removing the bypass road and restoring the Manheim property. Construction progress is approximately 82 percent complete and is expected to be 100 percent complete by mid-2016.

## Project P

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

### Regional Traffic Signal Synchronization Program (RTSSP)

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

**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 2,000 intersections as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. There have been five rounds of funding to date, providing a total of 76 projects with more than \$72.6 million in funding awarded by the Board since 2011.

Sixteen Regional Traffic Signal Synchronization Program (RTSSP) projects programmed for fiscal year 2011-12 are all underway. Fifteen of the sixteen projects will have signal synchronization completed by March 2016, with the sixteenth project expected to have timing implemented by the end of the following quarter of fiscal year 2015-16. These projects synchronize 550 intersections on 151 miles of roadways.

Twenty-three RTSSP projects programmed for fiscal year 2012-13 are underway with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in March 2016.

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

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

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

On August 10, 2015, the Board approved approximately \$12 million for the RTSSP 2016 Call for Projects, and authorized staff to open the call that same day. Project applications were submitted to OCTA on October 23, 2015. Based on the selection criteria, projects will be prioritized for TAC and Board consideration by June 2016.





## Project Q

### Local Fair Share Program

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

**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 \$201 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See pages 42-43 for funding allocation by local agency.





## Project R

### High Frequency Metrolink Service

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

### Metrolink Grade Crossing Improvements

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

**Status:** PROJECT COMPLETE



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

### Metrolink Service Expansion Program

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

**Status:** Service Ongoing

**Summary:** Following the completion of the Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during 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 initial data through December 2015 indicates ridership increased 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 on-going and special counsel has been brought in to assist. Operation of additional Metrolink trains to Los Angeles is contingent on addressing indemnification and liability

# Measure M2

## Progress Report

### TRANSIT



*Project R continued from previous page...*

agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, currently anticipated in mid-2016.

#### Rail Line & Station Improvements

Additionally under the Metrolink Service Expansion Program, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway. A consultant was selected on August 24, 2015, to conduct preliminary engineering and environmental services for the Anaheim Canyon Metrolink Station Project to construct a second main track and platform, lengthen the existing platform, and improve pedestrian circulation, benches, and shade structures. This quarter, the Laguna Niguel/Mission Viejo station improvements contract was awarded on October 26, 2015. Environmental clearance and final plans for the Orange Metrolink parking structure are expected to be complete by next quarter. Plans for the proposed Placentia Metrolink Station Project are 95 percent complete, but the project has been on hold at the request of the City of Placentia, pending a private development agreement for a residential project on a site that was proposed to be a parking lot for the station. For schedule information on station improvement projects, please see the Capital Action Plan pages at the back of this report.

#### **Sand Canyon Grade Separation**

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

**Status:** Construction Complete

**Summary:** The project located at Sand Canyon Avenue railroad crossing is now grade separated and open to traffic. The project grade separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project is substantially completed and minor punch list item work remains. Construction close-out activities were performed this quarter, including preparation of as-builts, collection of quality control documents and resolution of bid quantities. Construction completion acceptance by the City of Irvine is anticipated by January 15, 2016, after which a one-year warranty period will begin. Final project completion, which includes other elements besides construction, is anticipated by mid-January 2017.



## Project S

### Transit Extensions to Metrolink

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

#### Anaheim Rapid Connection (ARC) Project

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

**Status:** Environmental Phase Underway

**Summary:** Preparation of environmental documentation for the ARC project is ongoing. Since April 2014, the City of Anaheim has been evaluating potential routes and station stops on Disney Way as a result of concerns regarding costs and ROW needs of the Locally Preferred Alternative (LPA). City staff has identified an alignment that addresses these concerns along with an option to modify the LPA alignment. In September, the Anaheim City Council directed staff to evaluate these options further in the Environmental Document, and a revised schedule was submitted to OCTA based upon this direction. City staff anticipates a draft Environmental Document will be available for public review in the Fall of 2016, followed by public hearings and City Council consideration of the project. Consistent with the cooperative agreement between OCTA and the City of Anaheim, the City of Anaheim would present the project to the Board of Directors during this timeframe. Next quarter, the City of Anaheim will present an overall project update with additional information on the revised alternatives to the Board in March 2016. Due to the project schedule being on hold, this project is marked “red” in the Capital Action Plan, signifying a delay of at least three months.

#### OC Streetcar Project

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

**Status:** Ongoing Coordination for Third Party Agreements and Entry into Engineering

**Summary:** On August 11, 2014, the Board approved OCTA to serve as the lead agency for the OC Streetcar project. The environmental process was completed in early 2015, following EIR completion in January 2015, selection of the LPA in February, and the FTA’s Finding of No Significant Impact in April. With strong support for the project, FTA formally approved the OC Street Car project to move into the Project Development phase of the federal New Starts program on May 5, 2015.

On July 23, 2015, OCTA hosted a project kick-off meeting with the FTA and the FTA Project Management Oversight Consultant (PMOC). The PMOC will assist FTA in the oversight of all project development activities. The agenda included a presentation on recent refinements to the project as well as an alignment tour. During this meeting, the FTA continued to express strong support for the project.

# Measure M2

## Progress Report

### TRANSIT



*Project S continued from previous page...*

During October, OCTA worked closely with the FTA-assigned PMOC to address questions related to OCTA's New Starts Rating Application, submitted in September. Work also continued on the required readiness documents in support of the Application to Request Entry into Engineering. Both applications require a number of technical reviews and documentation, a detailed project schedule, cost estimate, and commitment for the required match to equal the level of funding requested from the New Starts program. On October 30, 2015, OCTA submitted the required readiness documents in support of the Application to Request Entry into Engineering. FTA approval to enter this phase of the New Starts program is anticipated for June 2016.

In November, a limited Notice to Proceed was issued to the Design Consultant to conduct survey work along the project corridor. The full Notice to Proceed to complete Plans, Specifications and Estimates for the Project is expected for January 2016.

OCTA entered into a Memorandum of Understanding (MOU) with the City of Garden Grove to identify general roles and responsibilities for funding, design, construction, operations and maintenance of the project. During the remainder of 2015, negotiations continued with the City of Santa Ana on a Design Agreement to further define roles, responsibilities and reimbursement during the Design Phase of the project. The cooperative agreement will go before the Board for approval in early 2016. Also in December, a meeting between OCTA and the City of Garden Grove was organized to review the process for negotiating a Design Agreement, similar to the process underway with Santa Ana.

Procurement activities were initiated for a consultant to develop aesthetic design concepts for station stops and urban design features associated with the project. This effort is expected to be kicked-off in spring 2016. Also in December, a work plan to update environmental technical reports was developed to address the design refinements made to the project as a result of the Value Engineering and Risk Assessment workshop held in June 2015. This analysis is expected to be completed in April 2016.

Letters of intent to appraise were sent to the owners of the three parcels necessary for the project. In addition, letters of notice to vacate were sent to lessees within the PE ROW. This provides for a 90-day notice to the lessees, with the possibility of more time, as assessed by OCTA on a case-by-case basis.

### **Bus and Station Van Extension Projects**

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

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

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



*Project S continued from previous page...*

Bus Connection began service in February 2013. This quarter, the City of Lake Forest continued discussions for different alternatives to provide vanpool service from the Irvine Metrolink Station to the Panasonic employment center. After detailed discussions with OCTA staff, City of Lake Forest submitted a scope change of their project for Panasonic Avionics services. The item was approved by the Technical Advisory Committee on October 28, 2015 and by the OCTA Board on December 14, 2015. OCTA is also reviewing the City's request for Oakley to employ changes to the existing OCTA routes to meet their needs.

## 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:** Construction 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, who 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. ARTIC replaced the former Anaheim station that was located in the Angel Stadium parking lot. This quarter, punch list items were completed. This project is complete with the exception of final inspections and permit closeout which are anticipated to be complete next quarter.

## Project U

Project U expands mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Since inception, a total of approximately \$32 million in Project U funding has been provided under M2.

### Senior Mobility Program (SMP)

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

**Status:** Ongoing

**Summary:** This program provides one percent of M2 net revenues to continue and expand local community transportation service for seniors under the SMP. Including this quarter and since inception of the program, more than 1,145,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs,

# Measure M2

## Progress Report

### TRANSIT



*Project U continued from previous page...*

shopping destinations, and senior and community center activities. This quarter, more than \$440,000 in SMP funding was paid out to the 31 participating cities during the month of November\*.

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

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

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

**Status:** Ongoing

**Summary:** This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 383,000 SNEMT boardings have been provided. This quarter, more than \$465,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the month of November\*.

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

### Fare Stabilization Program

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

**Status:** Ongoing

**Summary:** One percent of net M2 revenues are dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Approximately \$923,799 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 3,528,679 program-related boardings were recorded on fixed route and ACCESS services. Since inception of the program, more than 62,796,744 program-related boardings have been provided. In October, alternatives for alleviating the on-going deficit were proposed and discussed with the Board as part of the Ten-Year Comprehensive Program Review, and the Board directed staff to initiate an amendment to the M2 Ordinance No. 3 and Transportation Investment Plan. On December 14, 2015, a public hearing was held, and the Board unanimously approved (16-0) the closeout of Project T and subsequent transfer of \$69 million to Project U's Fare Stabilization program, in order to address the projected deficit for the program. Starting January 28, 2016, 1.47 percent of net M2 revenues will be dedicated to the Fare Stabilization Program.



## Project V

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

### Community Based Transit / Circulators

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

**Summary:** This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. This has been the only round of funding to date. The funding is used to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation related centers. On February 9, 2015, OCTA staff provided a project status update to the Board. The Board directed staff to meet with local agencies interested in the next Call for Projects, and return with revised Project V Guidelines that encouraged more local agency participation. On September 23, 2015, staff presented the updated guidelines and Call for Projects recommendation to the TAC and received their approval. Updated Guidelines and Call for Projects for the Project V Community Based Transit Circulator Program was approved by the OCTA Board on November 23, 2015. This second call will make approximately \$20 million available to fund local bus transit circulators. Local Agency applications for funding are due by February 29, 2016.

## Project W

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

### Safe Transit Stops

**Status:** Executed All Agreement Documents

**Summary:** This project provides passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops funding. Seven cities applied for funds, and 51 projects will be funded per the July 2014 Board approval. Letter agreements with local agencies to allow the use of funds are complete. 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 City of Irvine and City Westminster completed their projects in December 2015. Cities including Costa Mesa and Orange are currently moving forward with their projects. The City of Santa Ana has until June 2016 to award the contract for their project.



## 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 to prepare for more comprehensive capital investments (Tier 2). To date, there have been five rounds of funding under the Tier 1 grants program. A total of 122 projects, amounting to just over \$14 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 OCTA Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. The sixth Tier 1 call for projects is anticipated to be released in March 2016.

Approximately \$2.86 million was approved by the Board on August 10, 2015, for the fifth Tier 1 Call for Projects. With approximately \$10 million in Tier 2 funding remaining, staff continues to work with the ECAC to recommend the appropriate timing of a third Tier 2 Call for Projects in 2016.





## Part of Projects A-M

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

### Freeway Mitigation Program

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

**Summary:** The Freeway Mitigation Program 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 acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. Ten of these restoration project plans have been approved by the wildlife agencies and are currently being implemented, with the remaining project currently under development. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The program's Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) are currently being finalized. The final NCCP/HCP and EIR/EIS are anticipated to be brought to the Board for adoption in mid-2016.

The release of separate preserve-specific Resource Management Plans (RMP's) for the five properties within Trabuco and Silverado Canyons were released on November 11, 2015 and the public comment period is open until February 8, 2016. These RMP's will determine the appropriate management needs (consistent with the NCCP/HCP) for each of the acquired properties. Public meetings were held on November 21 and December 9, 2015, respectively. The remaining two Preserves (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process once the biological baseline surveys are completed. Public access events will continue to be held on the Ferber Preserve and potentially other Preserves such as O'Neill Oaks and Aliso Canyon. A docent-led hike was held on October 17, 2015 at the Ferber Ranch Preserve.

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



## Program Management Office

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

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

### **M2020 Plan Review**

The PMO regularly reviews and reports on the progress of the M2020 Plan and its 14 objectives. The last comprehensive review of the M2020 Plan was completed in October 2015, as part of the M2 Comprehensive Ten-Year Review, covering M2 progress during November 8, 2006 through June 30, 2015. An update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan, along with an overview of challenges is included in the Executive Summary of this report (pages 2-7), and the accompanying staff report.

### **10-Year Review**

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO led the first Ten-Year Review with participation from each of the divisions. During the quarter, the completed Ten-Year Review Report was presented to the Board on October 12, 2015, and based on Review findings, the Board directed Staff to amend Ordinance No. 3 by closing out Project T, and allocating the remaining balance to Project U and Project R.

### **M2 Amendment #3**

On October 12, 2015, the Board received the Ten-Year Review which highlighted known funding shortfalls in Project U (Fare Stabilization for Seniors and Persons with Disabilities Program) and the need for additional funding in Project R (High-Frequency Metrolink Service). The Review and shortfall findings were also presented to the TOC the following day, on October 13. On October 26, Staff presented the Board with a proposed amendment to M2 Ordinance No. 3 and the Transportation Investment Plan, which would closeout Project T (Gateways to High-Speed Rail) and allocate \$69 million to Project U and allocate the remaining Project T projected funds to Project R (approximately \$150 million). The Board set a public hearing date for December 14, 2015.

Per Ordinance requirements, the proposed amendment was distributed to local jurisdictions and the Board of Supervisors; and a special public meeting was held at the request of the Board for interested Orange County residents. On November 10, the TOC voted to approve the amendment by a vote of 8-0. On December 14, the Board held a public hearing and approved the amendment by a vote of 16-0. Following adoption, a notification letter was distributed to local jurisdictions and the Board of Supervisors. An amendment summary was also published by the Clerk of the Board in Orange County newspapers within 15 days of Board adoption, in accordance with Government Code Section 36933. The amendment will become effective 45 days after adoption, on January 28, 2016.



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Post-quarter update: After notifications were sent to local jurisdictions and the amendment summary was published in Orange County newspapers, a scrivener's error was discovered in the strikeout language of Ordinance No. 3. The scrivener's error occurred in the attachments to the staff report related to the Project U percentage change resulting from the increase in \$69 million to the program. The ordinance specifies one percent of Project U funding is for the Fare Stabilization Program. With the addition of the Board-approved \$69 million, this increased the allocation from one percent to 1.47 percent. There was an omission related to the percentage change which provides clarity as well as a misplaced redline on the ordinance language. While Board discussions clearly reflect the intention was to supplement the Fare Stabilization Program, staff will return to the Board next quarter in March 2016 to correct this for the record.

### **2012-2015 M2 Performance Assessment Update**

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and this one will review the time period of July 1, 2012 through June 30, 2015. The assessment is underway and a final draft report is scheduled to be received next quarter. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee (TOC) in April for information and to the Board for review and any required action in May 2016.

### **Measure M1 Closeout**

The M1 fund was officially closed out as scheduled on June 30, 2015. The PMO led the closeout of the remaining open M1 contracts, meeting with division leads and relevant project managers to ensure all projects that could be closed were closed on time. Four projects needed to remain open in order to complete the project closeout process. These projects were moved into the general fund as presented with the 2015-16 budget and will remain there until complete. Staff will bring the final Measure M Closeout and quarterly update report to the Board on January 11, 2016.

### **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 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 above mentioned 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



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\$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to apply the allocation of state planning funds to areas that are subject to the one percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured. 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 December, 2015 the outstanding balance is \$3.5 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on November 11, 2015, to review the 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 January 22, 2016, to conduct this quarterly review.

### **Taxpayer Oversight Committee**

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee the implementation of the M2 plan. With the exception of the elected Auditor/Controller of Orange County who in Ordinance No. 3 is identified as the chair of the TOC, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience by the Orange County Grand Jurors Association, and are selected from the qualified pool by lottery. The TOC meets every other month. The TOC upholds the integrity of the measure by monitoring the use of Measure M funds and ensuring that all revenue collected from Measure M is spent on voter-approved transportation projects. The responsibilities of the 11-member Measure M TOC are to:

- Ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the plan
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval
- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of Measure M before receipt of any tax monies for local projects
- Hold annual public meetings regarding the expenditure and status of funds generated by Measure M
- Review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of Measure M sales tax monies
- Annually certify whether Measure M funds have been spent in compliance with the plan.

The TOC met on October 13 and November 10, 2015 to receive updated financial information and to hear project updates. At the November meeting, the committee also voted unanimously to approve the proposed amendment to the Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Transit Category, which closes out Project T, and allocates the remaining balance of \$219 million in Project T funds to Project U in the amount of \$69 million, and to Project R in the amount of \$150 million.



## 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; 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. Annually, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. However, on June 8, 2015, after reviewing the actuals on sales tax revenue, the Board decided to take a more conservative approach and use the Chapman University forecast, 5.68 percent for FY 2015-16, which happens to be the lowest of the three universities' forecasts. In addition, the Board has directed staff to examine potential changes to the sales tax forecast methodology as part of the fiscal year 2016-17 budget development process. Staff has begun the process of examining potential changes, which includes taking a more conservative approach to the universities' forecast and/or adjusting which entities provide the forecasts.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the State Board of Equalization a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

### Current Forecast

Based on updated long term forecasts received in May 2015, OCTA staff forecasts total nominal sales tax collections over the life of M2 will be approximately \$15.6 billion. This incorporates the Board's desire to be conservative. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$15.6 billion, sales tax revenue will run approximately \$8.7 billion (35.8 percent) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program varies based on actual sales tax receipts.

Final sales tax receipts through the first quarter of fiscal year 2015-16 (September 30, 2015) were received in December 2015, and reflected a growth in sales tax revenue of 3.33 percent over the same period of the prior fiscal year. The growth; while positive, is less than the budgeted sales tax growth rate of 5.68 percent for fiscal year 2015-16. As previously mentioned, the fiscal year 2015/16 M2 sales tax was budgeted based on the most conservative of the three universities, Chapman University. Staff will continue to closely monitor sales tax receipts. At this time, no changes are required to the budget. Per Board direction, staff has begun the process of examining forecast methodologies for projecting M2 sales tax revenue growth rates. This effort will be undertaken as part of the fiscal year 2016-17 budget development process, and any change in methodology will be brought to the Board by June 2016.

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 1

#### Measure M2

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

#### as of December 31, 2015

#### (Unaudited)

(\$ in thousands)	Quarter Ended Dec 31, 2015	Year to Date Dec 31, 2015 (A)	Period from Inception to Dec 31, 2015 (B)
<b>Revenues:</b>			
Sales taxes	\$ 80,622	\$ 149,451	\$ 1,298,823
Other agencies' share of Measure M2 costs:			
Project related	13,400	24,017	406,970
Non-project related	-	14	379
Interest:			
Operating:			
Project related	-	-	2
Non-project related	1,589	3,182	14,213
Bond proceeds	(509)	2,413	28,979
Debt service	4	5	49
Commercial paper	-	-	393
Right-of-way leases	24	63	767
Miscellaneous:			
Project related	-	-	198
Non-project related	-	-	7
Total revenues	<u>95,130</u>	<u>179,145</u>	<u>1,750,780</u>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	878	1,759	14,076
Professional services:			
Project related	11,382	15,426	238,059
Non-project related	409	641	13,569
Administration costs:			
Project related	2,165	4,329	40,342
Non-project related :			
Salaries and Benefits	771	1,542	16,617
Other	1,114	2,228	24,187
Other:			
Project related	37	60	1,463
Non-project related	29	33	3,715
Payments to local agencies:			
Project related	25,871	49,412	551,930
Capital outlay:			
Project related	24,210	32,907	490,160
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	19,875
Interest on long-term debt and commercial paper	8	10,807	104,731
Total expenditures	<u>66,874</u>	<u>119,144</u>	<u>1,518,755</u>
Excess (deficiency) of revenues over (under) expenditures	<u>28,256</u>	<u>60,001</u>	<u>232,025</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(560)	(1,006)	(13,047)
Transfers in:			
Project related	13,650	13,650	65,454
Non-project related	(13,650)	(13,650)	16,027
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(560)</u>	<u>(1,006)</u>	<u>427,027</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 27,696</u>	<u>\$ 58,995</u>	<u>\$ 659,052</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 2

**Measure M2**  
**Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)**  
**as of December 31, 2015**  
**(Unaudited)**

(\$ in thousands)	Quarter Ended Dec 31, 2015 (actual)	Year Ended Dec 31, 2015 (actual)	Period from Inception through Dec 31, 2015 (actual)	Period from January 1, 2016 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
<b>Revenues:</b>					
Sales taxes	\$ 80,622	\$ 149,451	\$ 1,298,823	\$ 14,315,238	\$ 15,614,061
Operating interest	1,589	3,182	14,213	225,962	240,175
Subtotal	<u>82,211</u>	<u>152,633</u>	<u>1,313,036</u>	<u>14,541,200</u>	<u>15,854,236</u>
Other agencies share of M2 costs	-	14	379	-	379
Miscellaneous	-	-	7	-	7
Total revenues	<u>82,211</u>	<u>152,647</u>	<u>1,313,422</u>	<u>14,541,200</u>	<u>15,854,622</u>
<b>Administrative expenditures:</b>					
SBOE fees	878	1,759	14,076	214,815	228,891
Professional services	409	641	9,793	97,694	107,487
Administration costs:					
Salaries and Benefits	771	1,542	16,617	143,129	159,746
Other	1,114	2,228	24,187	259,083	283,270
Other	29	33	3,715	24,666	28,381
Capital outlay	-	-	31	-	31
Environmental cleanup	1,475	3,892	12,454	286,304	298,758
Total expenditures	<u>4,676</u>	<u>10,095</u>	<u>80,873</u>	<u>1,025,691</u>	<u>1,106,564</u>
Net revenues	<u>\$ 77,535</u>	<u>\$ 142,552</u>	<u>\$ 1,232,549</u>	<u>\$ 13,515,509</u>	<u>\$ 14,748,058</u>
		(C.2)	(D.2)	(E.2)	(F.2)
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 2,000,000	\$ 2,358,593
Interest revenue from bond proceeds	(509)	2,413	28,979	25,760	54,739
Interest revenue from debt service funds	4	5	49	54	103
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>(505)</u>	<u>2,418</u>	<u>388,014</u>	<u>2,025,814</u>	<u>2,413,828</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,776	17,020	20,796
Bond debt principal	-	-	19,875	2,249,870	2,269,745
Bond debt and other interest expense	8	10,807	104,731	1,496,802	1,601,533
Total financing expenditures and uses	<u>8</u>	<u>10,807</u>	<u>128,382</u>	<u>3,763,692</u>	<u>3,892,074</u>
Net bond revenues (debt service)	<u>\$ (513)</u>	<u>\$ (8,389)</u>	<u>\$ 259,632</u>	<u>\$ (1,737,878)</u>	<u>\$ (1,478,246)</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of December 31, 2015**  
**(Unaudited)**

Schedule 3

Project	Description	Net Revenues through Dec 31, 2015	Total Net Revenues
	(G)	(H)	(I)
(\$ in thousands)			
<b>Freeways (43% of Net Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 48,582	\$ 581,297
B	I-5 Santa Ana/SR-55 to El Toro	31,030	371,288
C	I-5 San Diego/South of El Toro	64,809	775,474
D	I-5 Santa Ana/San Diego Interchange Upgrades	26,668	319,095
E	SR-22 Garden Grove Freeway Access Improvements	12,404	148,416
F	SR-55 Costa Mesa Freeway Improvements	37,831	452,669
G	SR-57 Orange Freeway Improvements	26,740	319,960
H	SR-91 Improvements from I-5 to SR-57	14,471	173,152
I	SR-91 Improvements from SR-57 to SR-55	43,051	515,128
J	SR-91 Improvements from SR-55 to County Line	36,405	435,601
K	I-405 Improvements between I-605 to SR-55	110,889	1,326,840
L	I-405 Improvements between SR-55 to I-5	33,045	395,405
M	I-605 Freeway Access Improvements	2,067	24,736
N	All Freeway Service Patrol	15,505	185,520
	Freeway Mitigation	26,500	317,083
Subtotal Projects		529,997	6,341,664
Net (Bond Revenue)/Debt Service		-	-
<b>Total Freeways</b>		<b>\$ 529,997</b>	<b>\$ 6,341,664</b>
%			
<b>Street and Roads Projects (32% of Net Revenues)</b>			
O	Regional Capacity Program	\$ 123,256	\$ 1,474,825
P	Regional Traffic Signal Synchronization Program	49,300	589,904
Q	Local Fair Share Program	221,859	2,654,650
Subtotal Projects		394,415	4,719,379
Net (Bond Revenue)/Debt Service		-	-
<b>Total Street and Roads Projects</b>		<b>\$ 394,415</b>	<b>\$ 4,719,379</b>
%			



# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 3

**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of December 31, 2015**  
**(Unaudited)**

Expenditures through Dec 31, 2015 (J)	Reimbursements through Dec 31, 2015 (K)	Net M2 Cost (L)
\$ 2,665	\$ 2	\$ 2,663
4,024	1,439	2,585
66,799	15,003	51,796
1,744	527	1,217
4	-	4
7,180	23	7,157
44,929	10,324	34,605
28,209	523	27,686
13,081	1,308	11,773
6,921	5,294	1,627
40,429	3,192	37,237
4,159	1,264	2,895
615	16	599
123	-	123
44,379	1,688	42,691
265,261	40,603	224,658
28,950	-	28,950
<u>\$ 294,211</u>	<u>\$ 40,603</u>	<u>\$ 253,608</u>
		27.3%
\$ 540,845	\$ 277,215	\$ 263,630
17,624	1,257	16,367
202,019	77	201,942
760,488	278,549	481,939
32,154	-	32,154
<u>\$ 792,642</u>	<u>\$ 278,549</u>	<u>\$ 514,093</u>
		55.4%

Continues on following page

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of December 31, 2015**  
**(Unaudited)**

Schedule 3

Project	Description	Net Revenues through Dec 31, 2015	Total Net Revenues
	(G) (\$ in thousands)	(H)	(I)
<b>Transit Projects (25% of Net Revenues)</b>			
R	High Frequency Metrolink Service	\$ 110,340	\$ 1,320,269
S	Transit Extensions to Metrolink	108,806	1,301,912
T	Metrolink Gateways	24,655	295,013
U	Expand Mobility Choices for Seniors and Persons with Disabilities	36,972	442,390
V	Community Based Transit/Circulators	24,644	294,883
W	Safe Transit Stops	2,720	32,548
	Subtotal Projects	308,137	3,687,015
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Transit Projects</b>	<b>\$ 308,137</b>	<b>\$ 3,687,015</b>
	%		
<b>Measure M2 Program</b>		<b>\$ 1,232,549</b>	<b>\$ 14,748,058</b>
<b>Environmental Cleanup (2% of Revenues)</b>			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 24,617	\$ 316,291
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 24,617</b>	<b>\$ 316,291</b>
	%		
<b>Taxpayer Safeguards and Audits</b>			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 18,273	\$ 233,654
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 12,308	\$ 158,146
	%		

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of December 31, 2015**  
**(Unaudited)**

Schedule 3

Expenditures through Dec 31, 2015 (J)	Reimbursements through Dec 31, 2015 (K)	Net M2 Cost (L)
\$ 158,798	\$ 91,019	\$ 67,779
4,415	1,822	2,593
98,212	60,956	37,256
33,540	17	33,523
1,792	107	1,685
41	26	15
<u>296,798</u>	<u>153,947</u>	<u>142,851</u>
<u>17,982</u>	<u>-</u>	<u>17,982</u>
<u>\$ 314,780</u>	<u>\$ 153,947</u>	<u>\$ 160,833</u>
		17.3%
<u><u>\$ 1,401,633</u></u>	<u><u>\$ 473,099</u></u>	<u><u>\$ 928,534</u></u>
<u>\$ 10,979</u>	<u>\$ 292</u>	<u>\$ 10,687</u>
<u>31</u>	<u>-</u>	<u>31</u>
<u>\$ 11,010</u>	<u>\$ 292</u>	<u>\$ 10,718</u>
		0.9%
<u>\$ 13,198</u>	<u>\$ -</u>	<u>\$ 13,198</u>
		1.1%
<u>\$ 15,846</u>	<u>\$ 3,538</u>	<u>\$ 12,308</u>
		1.0%

# Measure M2

## Progress Report LOCAL FAIR SHARE



### M2 FUNDS

ENTITY	2nd Quarter FY 2015/16	FUNDS TO DATE
ALISO VIEJO	\$103,927.49	\$2,512,217.39
ANAHEIM	\$907,556.43	\$21,661,320.83
BREA	\$147,995.23	\$3,664,977.20
BUENA PARK	\$252,638.50	\$5,934,652.76
COSTA MESA	\$377,606.01	\$9,105,233.20
CYPRESS	\$139,347.64	\$3,427,034.47
DANA POINT	\$86,064.37	\$2,084,782.46
FOUNTAIN VALLEY	\$164,412.42	\$3,993,136.59
FULLERTON	\$343,295.24	\$8,277,518.69
GARDEN GROVE	\$390,309.12	\$9,500,133.74
HUNTINGTON BEACH	\$512,772.96	\$12,358,923.19
IRVINE	\$715,255.67	\$16,485,760.29
LAGUNA BEACH	\$66,934.27	\$1,610,653.09
LAGUNA HILLS	\$90,348.39	\$2,175,760.81
LAGUNA NIGUEL	\$175,240.19	\$4,276,831.95
LAGUNA WOODS	\$33,840.79	\$823,391.94
LA HABRA	\$138,517.25	\$3,384,170.68
LAKE FOREST	\$205,677.59	\$4,962,425.36

# Measure M2

## Progress Report

### LOCAL FAIR SHARE



#### M2 FUNDS

ENTITY	2nd Quarter FY 2015/16	FUNDS TO DATE
LA PALMA	\$45,323.57	\$1,130,279.18
LOS ALAMITOS	\$34,432.45	\$822,622.65
MISSION VIEJO	\$246,664.22	\$5,970,833.87
NEWPORT BEACH	\$290,974.99	\$6,965,940.04
ORANGE	\$435,603.60	\$10,402,192.34
PLACENTIA	\$125,658.62	\$3,011,718.33
RANCHO SANTA MARGARITA	\$111,875.92	\$2,703,891.58
SAN CLEMENTE	\$146,237.10	\$3,527,749.93
SAN JUAN CAPISTRANO	\$100,820.54	\$2,422,474.16
SANTA ANA	\$731,602.28	\$17,594,103.00
SEAL BEACH	\$64,787.25	\$1,656,463.66
STANTON	\$79,298.80	\$1,921,758.73
TUSTIN	\$234,547.80	\$5,611,985.63
VILLA PARK	\$13,812.68	\$331,277.24
WESTMINSTER	\$223,882.25	\$5,434,064.63
YORBA LINDA	\$157,908.89	\$3,804,931.70
COUNTY UNINCORPORATED	\$484,544.71	\$11,525,203.74
<b>TOTAL M2 FUNDS</b>	<b>\$8,379,715.23</b>	<b>\$201,076,415.05</b>

# 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
<b>FREEWAY PROJECTS</b>					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$91.9	<b>Jun-09</b>	<b>Oct-11</b>	<b>Oct-13</b>	<b>Aug-18</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	<b>Jun-09</b>	<b>Oct-11</b>	<b>May-13</b>	<b>Mar-17</b>
I-5, PCH to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$66.0	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	<b>Apr-18</b>
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$79.3	<b>Sep-05</b>	<b>Jun-09</b>	<b>Dec-11</b>	<b>Jan-16</b>
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	<b>Oct-14</b>	Aug-16
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	<b>Oct-11</b>	<b>May-14</b>	<b>Jan-18</b>	<b>Apr-22</b>
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	<b>Oct-11</b>	<b>May-14</b>	<b>Jun-17</b>	<b>Mar-22</b>
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	\$133.6	<b>Oct-11</b>	<b>May-14</b>	<b>Jun-18</b>	<b>Sep-22</b>
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	May-16	Apr-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	<b>May-14</b>	<b>Jul-18</b>	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	\$36.9	<b>Jun-11</b>	<b>Apr-15</b>	<b>Mar-17</b>	<b>Feb-20</b>

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	<b>May-11</b>	Jul-16	Dec-19	Nov-23
SR-55, I-5 to SR-91	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Sep-16	Mar-19	TBD	TBD
SR-57 (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Apr-16	Mar-18	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	<b>Apr-08</b>	<b>Nov-09</b>	<b>Dec-10</b>	<b>Apr-15</b>
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	<b>Jul-10</b>	Oct-17
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$53.1	<b>Aug-05</b>	<b>Dec-07</b>	<b>Jul-09</b>	<b>Nov-14</b>
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.7	<b>Aug-05</b>	<b>Dec-07</b>	<b>Jul-09</b>	<b>May-14</b>
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	May-16	Dec-17
SR-57 (NB), Lambert to Tonner Canyon (On Hold)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-16	May-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$62.2	<b>Jul-07</b>	Jun-10	<b>Apr-12</b>	Jul-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	May-16	Dec-17

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD
Project I	TBD	<b>Jan-15</b>	Oct-18	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.1	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$79.6	<b>Jul-07</b>	<b>Apr-09</b>	<b>Aug-10</b>	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	<b>Feb-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Dec-07</b>	<b>Dec-08</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	Dec-14	Aug-17	TBD	TBD
Project L	TBD	<b>Dec-14</b>	Mar-18	TBD	TBD
I-405 Southbound, SR-133 to University Drive	TBD	Mar-15	Aug-16	TBD	TBD
Project L	\$16.4	<b>Mar-15</b>	Mar-16	Mar-17	Nov-18
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,791.0	<b>Mar-09</b>	<b>May-15</b>	<b>Nov-15</b>	Dec-22
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.8	N/A	<b>Sep-03</b>	<b>Jul-10</b>	Jan-16
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$116.5	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	Aug-18

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



# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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 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
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.7	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.3	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.8	Jan-01	Sep-09	Jul-10	Dec-14
Orangethorpe Blvd. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.4	<b>Jan-01</b>	<b>Sep-09</b>	<b>Oct-11</b>	Sep-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	<b>Jul-11</b>	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$99.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jan-13</b>	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	<b>Oct-14</b>	Jun-16	TBD	TBD
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	May-16	Dec-17
<b>RAIL AND STATION PROJECTS</b>					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.3	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>

\*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
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	Aug-16	Apr-19
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	<b>Jan-09</b>	TBD	TBD	TBD
OC Streetcar	TBD	Aug-09	Mar-12	TBD	TBD
Project S	\$297.3	<b>Aug-09</b>	<b>Mar-15</b>	Jun-17	Jun-20
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
	TBD	Jan-03	May-07	<b>Feb-11</b>	TBD
Anaheim Canyon Station	TBD	TBD	TBD	TBD	TBD
	\$21.0	Jan-16	Jan-17	Nov-18	Aug-20
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
	\$18.6	<b>Dec-09</b>	Jan-16	Feb-16	Feb-18
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
	\$4.0	N/A	N/A	<b>Dec-13</b>	Jan-17
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Feb-16
	\$4.6	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jul-15</b>	Mar-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$230.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>May-12</b>	<b>Dec-14</b>

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



LOS ANGELES

SAN BERNARDINO

# ORANGE COUNTY

*California*

RIVERSIDE

SAN DIEGO

