




September 1, 2016

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of April 2016 through June 2016

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of April 2016 through June 2016, for review by the Orange County Transportation Authority Board of Directors. 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 Renewed Measure M Transportation Investment Plan (Plan) for Measure M2 (M2) 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. Ordinance No. 3 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 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 ordinance. Ordinance No. 3 requires quarterly status reports regarding the major projects detailed in the Plan be brought to the OCTA Board of Directors (Board). All M2 progress reports are posted online for public review.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of April 1, 2016 through June 30, 2016 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information included in the Capital Action Plan, Local Fair Share Program, and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception through June 2016.

M2020 Plan Progress

Pages one through five 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 moving forward towards delivery as adopted by the Board, with the exception of one outlier within Objective 1 of the freeway program (State Route 55 {SR-55} between Interstate 405 {I-405} and Interstate 5 {I-5}). Although reported as "on hold", the environmental phase for this project began moving forward after the quarter. 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.

2012-2015 M2 Performance Assessment Update

The final M2 Performance Assessment report and findings were received in May 2016. The results of the Performance Assessment, including findings, were brought to the Taxpayer Oversight Committee on June 14, 2016, for information and were presented to the Board for review on August 8, 2016.

M2 Sales Tax Forecast Update and M2020 Plan Review

During the quarter, staff updated all M2 program cash flows based on the revised Board-approved forecast methodology to ensure a more realistic revenue assumption. This resulted in an \$800 million decrease, bringing the forecast to

\$14.8 billion. After the quarter, the 2016 forecast information was received from MuniServices, Inc., for years 2017-2021, along with forecast information from the three universities (California State University of Fullerton, University of California Los Angeles, and Chapman University). An update on these cash flows and their impact on the M2020 Plan is being prepared for presentation to the Board in September 2016.

Progress Update

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

- Final design plans for the Orange Metrolink parking structure were completed on April 4, 2016, and environmental clearance was achieved on May 2, 2016 (Project R).
- On April 11, 2016, the Board awarded \$38 million to fund 19 Regional Capacity Program (RCP) projects and approximately \$12.4 million to fund seven local agency Regional Traffic Signal Synchronization Program (RTSSP) projects for the sixth RCP and RTSSP call for projects (call) (Project O and P).
- Also on April 11, 2016, a consultant was selected to complete the project report and environmental document for the SR-55 project, between I-5 and State Route 91 (SR-91) (Project F), and the Interstate 605/Katella Avenue Interchange Project (Project M).
- On April 25, 2016, the Board directed staff to pursue opportunities to acquire streetcar vehicles for the OC Streetcar Project by exercising unassigned options on another agency's vehicle contract (Project S).
- On April 29, 2016, the environmental phase began for the State Route 57 (SR-57) northbound project between Orangewood Avenue to Katella Avenue (Project G).
- The SR-91 improvement project between SR-55 and Tustin Avenue interchange was opened to traffic on May 14, 2016 (Project I).
- On May 17, 2016, a roadway opening celebration event was held for the Orangethorpe Avenue and Tustin Avenue/Rose Drive grade separation projects. Orangethorpe Avenue, from Miller Street to Chapman Avenue,

was reopened to traffic on June 23, 2016. Construction is anticipated to be complete for both projects next quarter (Project O).

- On May 18, 2016, the California Transportation Commission approved OCTA's application for a toll facility on I-405. On May 23, 2016, the Board approved the Initial Toll Policy and Preliminary Finance Plan (Project K).
- On June 13, 2016, the Board approved amendments for all 35 Senior Mobility Program agreements along with their Service Plans (for 31 cities and four participating agencies), extending their duration for an additional five years, and incorporating the new guideline requirements adopted by the Board in March (Project U).
- Additionally on June 13, 2016, the Board approved \$26.7 million in Project V funds for 17 Capital and Operations grants and \$323,780 for seven planning grants (Project V).
- The SR-91 westbound project between SR-57 to I-5 was officially completed on June 23, 2016 (Project H).
- On June 27, 2016, the Board approved an amendment to the agreement with the City of Anaheim (City) for the City to conclude all planning efforts on the Anaheim Rapid Connection Project, and to submit all work completed to date to OCTA. At that time, the Board also approved the study of a connection between the Anaheim Regional Transportation Intermodal Center and the Anaheim Resort Area into the Central Harbor Boulevard Corridor Study.
- A new cooperative agreement with the City of Placentia was approved by the Board on June 27, 2016, that revised the scope of the Placentia Station project and budget. There will now be a parking structure as part of the project, and the City of Placentia will contribute towards the cost (Project R).

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

- On July 25, 2016, an RTSSP update was presented to the Board summarizing the associated fuel consumption, gas, and greenhouse gas savings, along with time, speed, and stop improvements for 38 implemented signal synchronization projects, equivalent to 1,682 signalized intersections and 436 miles of streets (Project P).

- The Board also directed staff to incorporate a modified Alternative 3 for the SR-55 Improvement Project between I-405 and I-5 on July 25, 2016. The modified alternative includes the addition of one high-occupancy vehicle (HOV) lane in each direction and exceptions to design standards to minimize additional right-of-way impacts and cost increases to Alternative 3 by staying within the same footprint. Additionally, the California Department of Transportation (Caltrans) has provided \$46.8 million towards the cost of this project. On August 8, 2016, the Board approved an amendment that incorporates this alternative into the draft environmental document and project report (Project F).
- On August 8, 2016, the Board approved the release of request for quotes to purchase 11, 32-foot compressed natural gas-powered cutaway buses for Community-Based Circulators (Project V).
- Two separate consultants were selected on August 8, 2016, to provide interim land management services and interim biological preserve monitoring for OCTA's acquired conservation lands for a five-year term. (Part of projects A-M).
- Along with revised Combined Transportation Funding Program guidelines, the Board authorized staff to issue the 2017 call on August 8, 2016, making approximately \$32 million available for RCP projects, and \$8 million for RTSSP projects. Guideline revisions include a tiered funding approach for RCP projects to clarify project readiness issues, define alternative level of service methodologies, and other minor changes (projects O and P).
- On August 8, 2016, the Board directed staff to return in the fall with an amended funding plan for OC Bridges grade separation projects (Project O).
- On August 11, 2016, the Transit Committee recommended approval of the OC Streetcar stop design criteria and directed staff to return to the Board to seek feedback on the conceptual design of the OC Streetcar stops (Project S).

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. In light of the recent reduction in the sales tax revenue forecast, this factor is even more significant.

Caltrans and OCTA continue to work together to move projects forward; however, 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 HOV lanes.

This policy shift has impacted OCTA's ability to move forward with delivery on the SR-55 project, between I-5 and I-405. The project was put on hold in March, and alternatives and project need were discussed at length with Caltrans. Caltrans has proposed a Modified Alternative 3 and, as a result, the project report and environmental document will need to be revised. While this modification will add at least one year to the already delayed project (as well as additional cost), Caltrans has agreed to expedite project approval and contribute \$48.6 million toward this project. OCTA is appreciative of Caltrans' efforts to compromise amidst differing priorities; however, the associated risks continue to illustrate OCTA's concern over how non-M2-focused priorities may delay or impact the remaining M2 freeway projects.

Another recent challenge that the program is facing is related to the reduction in Orange County's share of State Transportation Improvement Program (STIP) funding of \$42.2 million and delays to previously programmed M2 projects. The impacts related to the STIP reduction include a one-year delay on Project A – a \$39 million project, and a two-year delay on Project C – a \$466 million project which will result in cost increases for both projects due to escalation. This loss of external funding is in addition to the reduction in M2 sales tax revenue as a result of the revised M2 sales tax revenue forecasting methodology discussed above. These changes will be reflected in the cash flow analysis update currently underway on all M2 programs. As stated earlier, an update on the M2 Program cash flows and analysis on the M2020 plan delivery will be presented to the Board in September 2016.

Summary

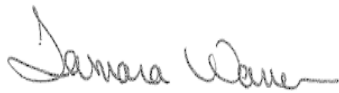
As required by M2 Ordinance No. 3, a quarterly report covering activities from April 2016 through June 2016 is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To 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 – Fourth Quarter of Fiscal Year 2015-16 – April 1, 2016 through June 30, 2016

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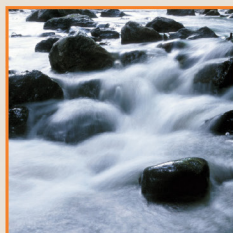
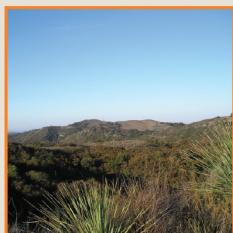
FOURTH QUARTER HIGHLIGHTS:

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

Measure M2

Progress Report

Fourth Quarter of Fiscal Year 2015-16
 April 1, 2016 through June 30, 2016





SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from **April 1, 2016 through June 30, 2016** is provided to update progress in implementing the M2 Transportation Investment Plan.

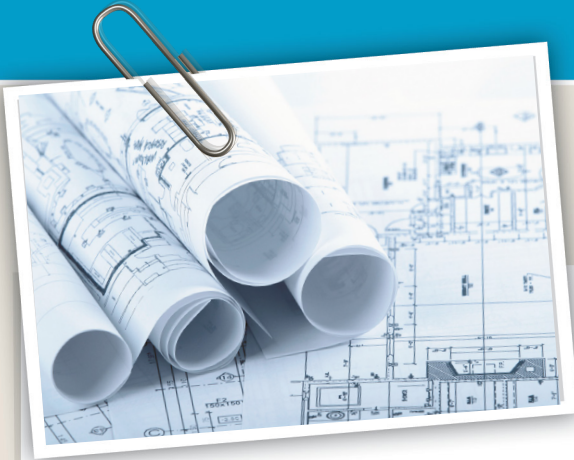
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Measure M2

Progress Report

TABLE OF CONTENTS

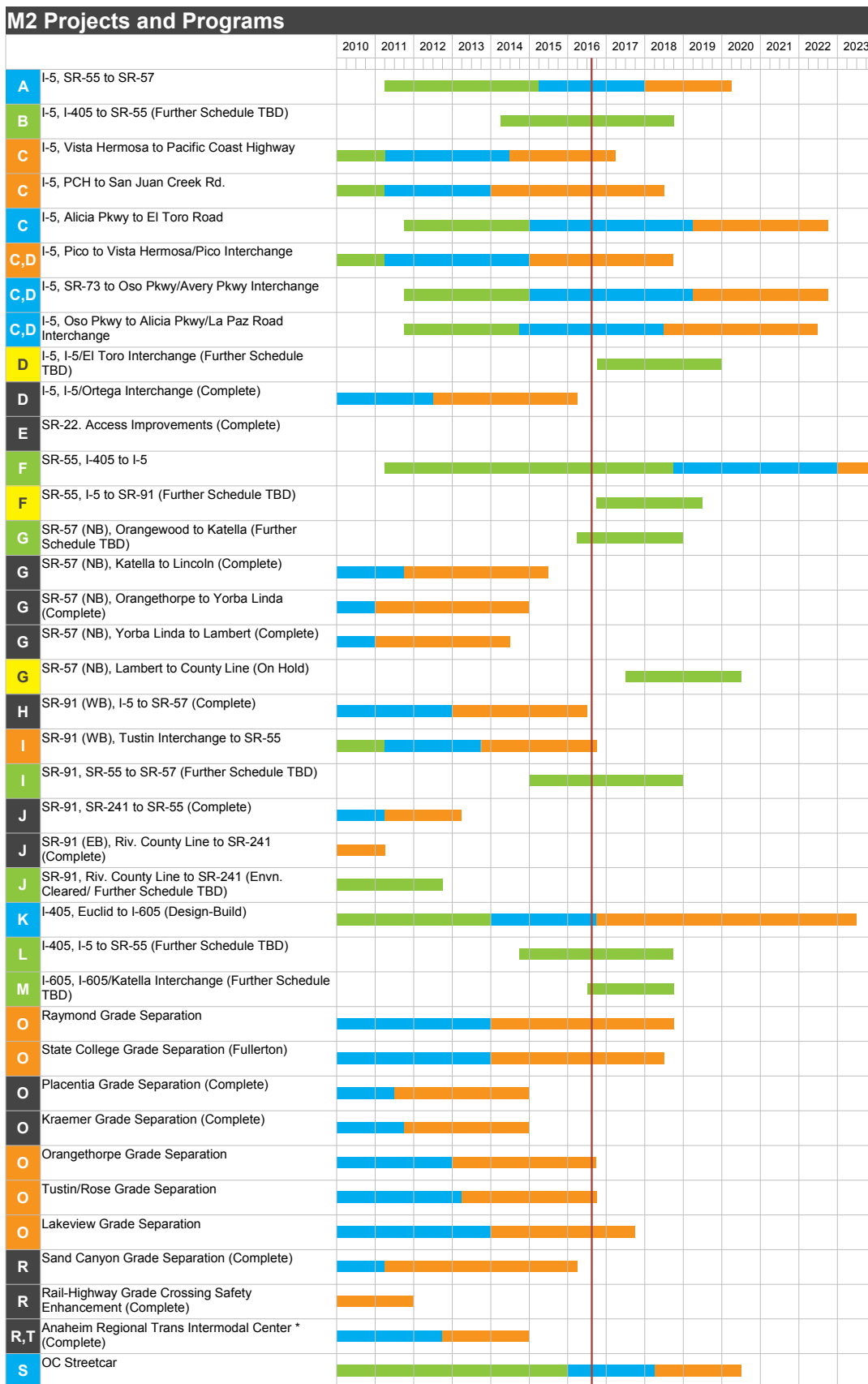
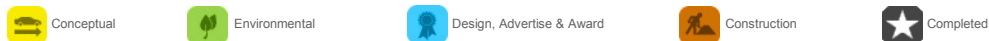


SECTION	PROJECT	PAGE
M2 Delivery Risk Update		1
M2020 Plan Update		2
Freeway Program (Projects A - N)		6
Interstate 5 (I-5) Projects	[A – D]	6
State Route 22 (SR-22) Project	E	9
State Route 55 (SR-55) Projects	F	10
State Route 57 (SR-57) Projects	G	11
State Route 91 (SR-91) Projects	[H – J]	12
Interstate 405 (I-405) Projects	[K – L]	14
Interstate 605 (I-605) Project	M	16
Freeway Service Patrol	N	16
Streets and Roads (Projects O, P and Q)		17
Regional Capacity Program	O	17
Regional Traffic Signal Synchronization	P	20
Local Fair Share Program	Q	20
Transit Programs (Projects R, S, T, U, V and W)		22
High Frequency Metrolink Service	R	22
Transit Extensions to Metrolink	S	25
Regional Gateways for High-Speed Rail	T	27
Expand Mobility Choices for Seniors and Persons with Disabilities	U	28
Community Based Transit / Circulators	V	29
Safe Transit Stops	W	30
Environmental (Project X and Freeway Mitigation Program)		31
Environmental Cleanup	X	31
Freeway Mitigation Program (Part of Projects A – M)		32
Program Management Office		34
M2 Financing and Schedule of Funding		37
Local Fair Share M2 Funding by Agency		44
Capital Action Plan Status		46



Project Schedules

M2 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

This section discusses the risks and challenges related to overall Measure M2 and M2020 Plan delivery that the Measure M Program Management Office is watching – complete with associated proposed actions and explanations.

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. 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.	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.	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.	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. OCTA and Caltrans will need to work closely to address the risk associated with Caltrans' limited ROW resources. If resource issues continue to be a problem, OCTA should consider taking responsibility for ROW activities.
3	Availability of management and technical capabilities to deliver/operate future rail guideway projects.	The OCTA Board has selected a project management consultant for the upcoming engineering and construction phases of the OC Streetcar project, who will assist with the development of plans related to project delivery, management and operations.	OCTA's Project Management Plan demonstrates OCTA has the technical and management capacity to construct and operate the OC Streetcar. Since submission of the Plan to FTA, the project has received a "medium-high" overall rating. OCTA is on track to submit a letter formally requesting entry into engineering in fall 2016.
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.
5	Decline in forecasted M2 revenues creates a need to rely on external funding to deliver the M2 Program.	For the last 3 years, the 3-University Forecast has reflected a higher forecast than actual sales tax revenue receipts. The Board asked Staff to look into a more conservative forecasting method to ensure the M2 Program was accurately reflected in terms of delivery. As a result of this change in forecasting methodology, the projected sales tax has been reduced.	Using the new 2016 forecast to update M2 program cash flows, staff is preparing an M2020 Update to bring to the Board to determine what is needed to deliver the M2 program as promised to voters.



M2020 Plan Update

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

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.

Progress Update

The M2020 Plan identifies 14 objectives. Significant progress has been made in all areas, 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.

Six 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), Ortega Highway I-5 interchange project (Project D), and SR-91 between I-5 to SR-57 (Project H). Additionally, another four 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); 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. Thus far, all but one of the 14 projects is scheduled to be completed or in construction by year 2020. 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. Five projects are currently in the environmental phase, with another three 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. For more details, see the project updates contained in the following pages.

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

To date, OCTA has invested \$1.158 billion in the Regional Capacity Program (Project O), Regional Traffic Signal Synchronization Program (Project P), and Local Fair Share Program (Project Q). Approximately \$300 million in Project O and Project P funds have been awarded to local agencies and OCTA has paid out over \$78.4 million (or approximately

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26 percent) of the awarded funding for local streets and roads improvements. The Board has committed to provide more than \$631 million in state, federal, and M2 funds for the OC Bridges program's grade separation projects. Since inception, approximately \$236 million of Local Fair Share funds (Project Q) has been distributed to local agencies.

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

Through M2 Calls for Projects, more than 2,000 signals will be designated for improvements. To date, OCTA and local agencies have synchronized more than 1,600 intersections along more than 430 miles of streets. The signal program will meet the target early (prior to 2020) of synchronizing at least 2,000 signalized intersections by 2017.

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 Laguna Niguel/Mission Viejo, Tustin, Fullerton, and Orange stations; better access to platforms, such as elevators, ramps, and/or safety improvements at Fullerton, Irvine, and Tustin; rehabilitation and renovation projects such as the San Juan Creek Bridge replacement and San Clemente pier lighting installation; video surveillance, fencing, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway. 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 June 2016 continues to show sustained ridership on MSEP as a result of the April 2015 schedule changes that improve intracounty 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 (ARC). To date, the Board has approved using up to \$55.92 million of M2 Project S funds for meeting New Starts match requirements for OC Streetcar project development/construction, in addition to using \$48.45 million in federal funds and \$12.1 million for preliminary studies. On June 27, 2016, the Board approved an amendment to the agreement with the City of Anaheim to conclude all planning efforts on the ARC project. Instead, this area will be studied under the Harbor Boulevard Corridor Study to ensure a more regional comprehensive evaluation of potential transit connections to OC Streetcar. Of the amount awarded to the City of Anaheim through preliminary studies for ARC, approximately \$8 million has been spent.

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

The City of Anaheim 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. The City of Anaheim also issued a Notice of Substantially Complete at that time. This facility replaced the former Anaheim Station that was located on the opposite side of the freeway.

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

To date, approximately \$38 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 \$9.8 million to fund five projects received as part of the first Call for Projects. On June 13, 2016, the Board approved \$26.7 million for 17 Capital and Operations grants and \$323,780 for 7 planning grants, as part of the second call for projects. In total, the Board has approved approximately \$36.86 million to fund community-based transit service projects to date.

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 (Preserves) acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. The restoration project plans have been approved by the wildlife agencies and are currently at various stages of implementation. To date, the Board has authorized \$42 million for property acquisitions (inclusive of designating funds to pay for long-term property maintenance), \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

The Final Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) along with the Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) document are anticipated to be brought to the Board for adoption in late-2016. Separate preserve-specific Resource Management Plans (RMP's) for the five Preserves within Trabuco and Silverado Canyons were available for public review between late 2015 and early 2016. These RMP's are currently being finalized and will determine the appropriate management needs (consistent with the NCCP/HCP) for each of the Preserves. The two remaining Preserves (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process. Docent-led public access events will continue to be held. A list of scheduled 2016 wilderness Preserve hiking and equestrian riding tours is available on the M2 website at www.PreservingOurLegacy.org.

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

To date, there have been 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. The sixth Tier 1 Call for Projects was approved by the Board for up to \$2.76 million on February 8, and the call was released on February 15, 2016. Twenty-nine applications were received in April. Staff anticipates Board approval for funding recommendations in September 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-2017.



Interstate 5 (I-5) Projects

Project A

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

Status: Design Phase Underway

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

Summary: This project will increase HOV capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the Project Design Team (PDT) submitted 60 percent Engineering Plans, Specifications & Estimates (PS&E). Next quarter, final design plans will be submitted and work will continue on the final specifications and estimate. The design phase is expected to be complete by mid-2017. Funding for the construction phase of this project was impacted by the STIP reductions, and staff is evaluating alternative funding. Some overhead signs needed for this project that were to be included as part of the I-5 HOV Continuous Access project will need to be incorporated into this project.

Project B

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

Status: Environmental Phase Underway

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

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro "Y" and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the consultant continued working on technical studies and obtained approval on Traffic Forecast Volumes after a two-year delay; due to decision-making process discussions with Caltrans. With the concurrence on traffic methodology, the project schedule has been re-baselined and the final Environmental Document is expected to be complete in August of 2018.

Measure M2

Progress Report

FREEWAYS



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 and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, 65 percent PS&E were completed and submitted to Caltrans on June 14, 2016. The ROW Cooperative Agreement between OCTA and Caltrans that was approved by the Board in October was also fully executed. Staff continued to work with Caltrans regarding ROW support services, and ROW mapping work began. Design work is anticipated to be complete in 2018. Due to extended ROW coordination, this project is marked “yellow” in the Capital Action Plan, signifying a delay of one to three months beyond the original schedule.

I-5 (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 Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase is currently underway. Major activities this quarter included submittal of 65 percent PS&E to Caltrans in March, continued coordination with local cities and stakeholders on the aesthetics concept plan, off-site sound walls, service contract coordination with Southern California Rail Road Association (SCRRA) and Metrolink, and utility potholing and geotechnical investigations. The ROW Cooperative Agreement between OCTA and Caltrans that was approved by the Board in October for approval was also fully executed. Design work is anticipated to be complete in mid-2017. Due to extended ROW coordination, this project is marked “yellow” in the Capital Action Plan, signifying a delay of one to three months beyond the original schedule.

I-5 (Alicia Parkway to El Toro Road)

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

Status: Design Phase Underway

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, and the continued development of a plan to address potential impacts to Avenida De La Carlota and Southern California Edison power lines therein. The ROW Cooperative Agreement between OCTA and Caltrans that was approved by the Board in October was also fully executed. The 65 percent PS&E is scheduled for submittal in August 2016.

Continues on the next page...

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), which will also provide bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. This quarter, the concrete pour for the westerly half of Avenida Pico Undercrossing bridge deck was completed. Retaining walls on the new southbound mainline are nearly complete, and construction of the roadway section is ongoing. Construction is now 46 percent complete and is anticipated to be 100 percent complete in August 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 (PCH) in San Clemente, and also includes reconstructing on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014. During the quarter, slope-paving work and approach slabs construction continued for the Avenida Vaquero bridge widening. Hot Mix Asphalt (HMA) paving work in southbound and northbound directions will continue into next quarter. Extended weekend closures of the Camino de Estrella southbound on-ramp and northbound loop on-ramp loop to I-5 allowed crews to demolish the existing pavement and repave and stripe the ramps to their new alignment. Crews also continued work on one remaining retaining wall, and construction of sound walls on both sides of the freeway, which will be completed next quarter. Next quarter, crews will begin constructing soundsorb for all of the sound walls. Construction is 67 percent complete and is scheduled to be 100 percent complete in 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 PCH and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also include reconstructing on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. This quarter, critical path work continued on Retaining Wall 349 with the new soldier pile wall and the cast-in-place wall which includes the bar reinforcing steel and form placement. Construction of the roadway section, including PCH/Camino Las Ramblas on-ramp work, the PCH connector bridge work, and Hot Mix Asphalt (HMA) paving is ongoing. A soil issue identified in Fall 2015 that was brought to the Board will delay project completion time. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of more than three months, with a revised completion date extending at least 19 months past original schedule (September 2016). Construction work is 79 percent complete (with structure work being 83 percent complete), and anticipated project completion by June 2018.



Project D

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

I-5 El Toro Road Interchange

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

Status: 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: PROJECT COMPLETE

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

State Route 22 (SR-22) Project

Project E

SR-22 Access Improvements



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

Status: PROJECT COMPLETE

Summary: Completed in 2008, Project E made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the city of Garden Grove to reduce freeway and street congestion in the area. This M2 project was completed early as a “bonus project” provided by the original Measure M (M1).



State Route 55 (SR-55) Projects

Project F

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

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

Status: Environmental Phase on Hold

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. The project was put on hold in March until an agreement on the preferred alternative selection is made between Caltrans and OCTA. The public comment period ended on January 22, 2016. Due to differences in believed project area need, alternative selection has been delayed. The PDT Preferred Alternative Recommendation meeting that was originally scheduled to take place in March has been delayed indefinitely, pending OCTA and Caltrans executive direction. This project is at risk of being delayed up to two years if a preferred alternative is not selected by July 1, 2016. The extent of the delay will depend on any new alternatives that may be introduced and the requirement to apply quantitative Air Quality Analysis (instead of qualitative analysis) to all four or more alternatives. Caltrans has proposed a Modified Alternative 3 and staff will present the recommendation to the Board in July. Because of prior delays in addition to current reasons, the project is marked “red” in the Capital Action Plan, signifying a delay of more than three months. This project has been delayed by more than four years from its original schedule.

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

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

Status: Procurement for the Environmental Phase Underway

Summary: The 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. During the quarter, a consultant was selected to complete the Project Report and Environmental Document. The Environmental Phase is anticipated to begin in late 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 in the city of Brea. The segment will be cleared environmentally by 2020. Future work will be planned so that it coincides with related work by the Los Angeles Metropolitan Transportation Authority (Metro) across the county line. Funding for environmental phase for this project was proposed to be included in the 2016 STIP but was removed due to funding constraints. Staff will evaluate alternative funding sources.

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

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

Status: PROJECT COMPLETE



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

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

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

Status: PROJECT COMPLETE



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

Measure M2

Progress Report

FREEWAYS



Project G continued from previous page...

SR-57 NB (Katella Avenue to Lincoln Avenue)

Status: PROJECT COMPLETE



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

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

SR-57 NB (Orangewood Avenue to Katella Avenue)

Status: Environmental Phase Underway

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

Summary: This project will add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, the Environmental Phase began in April 2016. A design variation identified in the consultant proposal for the Katella Avenue off ramp is being developed and incorporated into the project studies. The Environmental Phase is anticipated to be complete in late-2018.

State Route 91 (SR-91) Projects

Project H

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

Status: PROJECT COMPLETE



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

Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. This quarter, miscellaneous paving, concrete work, and punch list items were completed. Construction is 100 percent complete, as of June 23, 2016. Additional consultant-supplied construction management services were approved by the Board to meet the current construction completion timeline. The general purpose lane was opened to traffic on March 7, 2016.



Project I

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

Status: Construction Underway

Summary: This project will improve traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, miscellaneous drainage, paving and punch list work was completed. The bypass lane was open to traffic on May 14, 2016. Construction is approximately 98 percent complete, and will be 100 percent complete next quarter. Due to a slight delay caused by bat and bird interference on the Santa Ana river bridge, the project is marked “yellow” in the Capital Action Plan, signifying a delay of one to three months.

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

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

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. M2 funds would pay for the mainline freeway improvements and future funding would need to be identified for connector portions of the project. Due to Caltrans requiring extra work for the unfunded study, this project has been delayed by more than one year from its original schedule. The project has been re-baselined and the environmental phase is expected to be complete in late 2018.

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

Project J

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

Status: PROJECT COMPLETE

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



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

Continues on the next page...

Measure M2

Progress Report

FREEWAYS



Project J continued from previous page...

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

Status: PROJECT COMPLETE

Summary: This completed Project J segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a much needed second eastbound exit lane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping and soundwalls. Completion of this project in March 2013 means a total of 18 lane miles have been added to SR-91 since December 2010.



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

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

Status: RCTC's Design-Build Construction Underway

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On December 11, 2013, the Riverside County Transportation Commission's (RCTC) contractors broke ground on this \$1.3 billion freeway improvement project. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of 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.

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

Interstate 405 (I-405) Projects

Project K

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

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.

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

Measure M2

Progress Report

FREEWAYS



Project K continued from previous page...

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.

On May 9, 2016, the Board approved cooperative agreements for project support services required during project implementation with the City of Seal Beach, Orange County Sanitation District and the Orange County Flood Control District. On May 18, 2016, the CTC approved OCTA's application for a toll facility on I-405. On May 23, 2016, the Board approved the Initial Toll Policy and Preliminary Finance Plan.

During the quarter, work continued on procurement of the DB contract, right of way acquisition, utility coordination, environmental re-validation and permitting. Other activities include FHWA Major Project Deliverables, OCTA/ Caltrans operating toll agreement, traffic and revenue study, and TIFIA loan pursuit.

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 ROW acquisition.

Project L

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

Status: Environmental Phase Underway

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant continued working on technical studies and obtained approval on Traffic Forecast Volumes after a lengthy decision-making process discussion on traffic methodology with Caltrans, which resulted in a one-year delay. With the concurrence on traffic methodology, the project schedule has been re-baselined and the final Environmental Document is expected to be complete in July 2018. A separate project adding an auxiliary lane on southbound direction from SR-133 to University Drive within this corridor, completed the environmental phase five months ahead of schedule, and is ready to move into design. This project's funding was also impacted by the STIP reduction, and staff is evaluating alternative funding.

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



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 is ready to advance to the Environmental Phase for further detailed engineering and project development efforts. During the quarter, a consultant was selected to prepare the Project Report and Environmental Document. The Environmental Phase 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 1,776 motorists, weekend service provided assistance to 1,039 motorists, and construction service provided assistance to 470 motorists. Since inception, M2 and construction-funded FSP has provided a total of 47,828 assists to motorists on the Orange County freeway system.



Project O

Regional Capacity Program

Status: 2016 Call for Projects in Development

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. On April 11, 2016, the Board awarded approximately \$38 million to fund 19 projects for the 2016 Call for Projects. Since 2011, 122 projects totaling more than \$231 million have been awarded by the Board to date.

OC Bridges Railroad Program

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

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.

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 street drainage facility work, retaining walls, retaining wall panels and barrier slabs, underground electrical conduits, lighting, signals, Connector Road grading and paving, monitoring of surcharge embankments, and forming the northern bridge abutment. Lakeview Avenue (north of



Project O continued from previous page...

Orangethorpe Avenue) was closed to traffic on February 25, 2015, and is expected to reopen with the connector road in late July 2016. Lakeview Avenue (south of Orangethorpe Avenue) was closed to through traffic on March 13, 2015, and is expected to reopen in spring 2017. Local access to all businesses will continue to be maintained. Construction progress is approximately 55 percent complete and is expected to be 100 percent complete by summer 2017. Due to utility conflicts and design changes, completion has been delayed four months. As a result, this project is marked “red” in the Capital Action Plan, signifying a delay of more than three months beyond the original schedule.

Orangethorpe Avenue Grade Separation

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

Status: 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 minor road work and 72” water line installation along Orangethorpe Avenue, signal and lighting work at the Orangethorpe Avenue/Chapman Avenue intersection, landscaping and irrigation. At Miller Street, construction activities include retaining walls, bridge approach slab, barrier slabs and barrier railings. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014, and was reopened on June 23, 2016. Chapman Avenue was closed on January 5, 2015, and was opened to traffic on March 24, 2016. Construction progress is approximately 97 percent complete and the project is expected to be 100 percent complete by the end of summer 2016. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects.

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.

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

Measure M2

Progress Report

STREETS & ROADS



Project O continued from previous page...

is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination and ROW support. Construction began on June 2, 2014. Activities this quarter continued to include pile driving for retaining wall foundation, placement of shoring for the retaining walls and pump station, and mass excavation. Bridge work included completion of the foundation, center bent, abutment walls, precast concrete girders and deck. The BNSF track-laying machine placed shoofly tracks (temporary bypass tracks) on June 10, 2015, and shoofly tracks were activated on October 9, 2015. Shoofly tracks will be in use through late August 2016. Afterwards, BNSF will place final tracks on the new railroad bridge. Construction progress is approximately 65 percent complete and is expected to be 100 percent complete in fall 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 drilling and soldier beams, pump station, mass excavation, sewer and storm drain. Bridge work include completion of the foundation, center bent, abutment walls, precast concrete girders and deck. The BNSF track-laying machine placed the shoofly tracks on June 9, 2015, and shoofly tracks were activated on October 9, 2015. Shoofly tracks will be in use through late August 2016. Afterwards BNSF will place final tracks on the new railroad bridge. 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 55 percent complete and is expected to be 100 percent complete in spring 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 December 7, 2015, the new Tustin Avenue/Rose Drive roadway was opened to traffic. Construction activities this quarter included picket fences, sidewalk, street lighting, bridge slope paving, landscaping, and irrigation. Construction progress is approximately 97 percent complete and is expected to be 100 percent complete by the end of summer 2016. On May 17, 2016, a joint-grand opening event was held to commemorate the opening to traffic for the Orangethorpe and Tustin/Rose Grade Separation projects. Due to ongoing punch list items, completion has been delayed two to three months. As a result, the project is marked "yellow" in the Capital Action Plan.



Project P

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

Regional Traffic Signal Synchronization Program (RTSSP)

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

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals for 2,000 intersections along 750 miles of roadway as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay.

On April 11, 2016, the Board approved \$12.43 million for the RTSSP 2016 Call for Projects to fund seven local agency projects.

To date, OCTA and local agencies have synchronized more than 1,600 intersections along more than 430 miles of streets (or 38 projects). There have been six rounds of funding to date, providing a total of 79 projects with more than \$69.56 million in funding awarded by the Board since 2011. Post-Board approval, 3 projects have been cancelled, reducing the amount of projects being implemented to 76 projects.

Project Q

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

Local Fair Share Program

Status: Ongoing

Summary: This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$236 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See pages 44-45 for funding allocation by local agency.

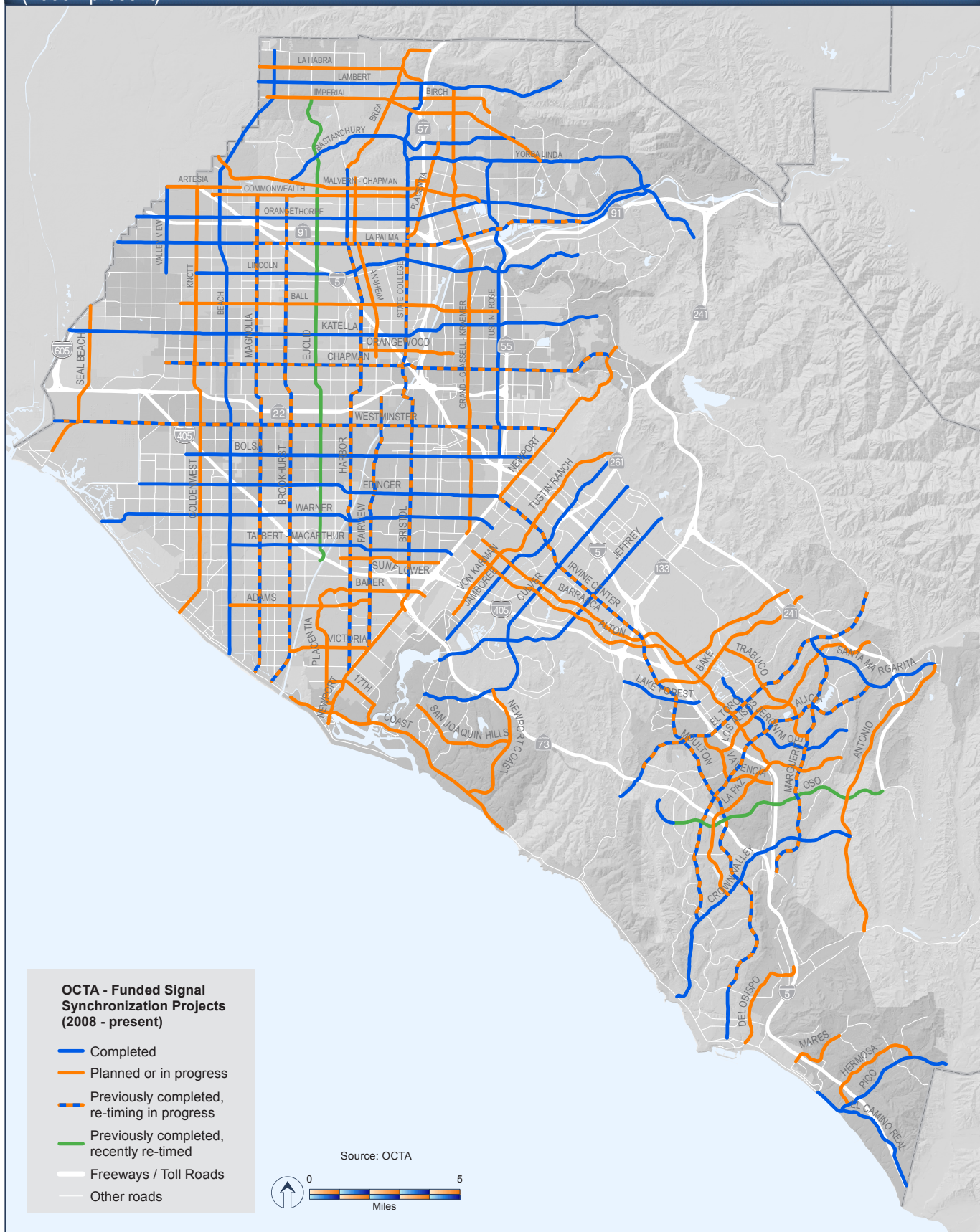
Measure M2

Progress Report

STREETS & ROADS



OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

- Completed
- Planned or in progress
- Previously completed, re-timing in progress
- Previously completed, recently re-timed
- Freeways / Toll Roads
- Other roads

Source: OCTA



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Project R

High Frequency Metrolink Service

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

Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE



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

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

Metrolink Service Expansion Program

Status: Service Ongoing

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

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

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. Staff continues to work with BNSF, RCTC, and Metro to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad rights of way. These discussions are 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 agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, currently anticipated in fall 2016.

Measure M2

Progress Report

TRANSIT



Project R continued from previous page...

Rail Corridor & Station Improvements

Additionally under the Metrolink Service Expansion Program, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan pages at the back of this report.

Anaheim Canyon Metrolink Station

Preliminary engineering and environmental services for the Anaheim Canyon Metrolink Station have begun. This project will include construction of a second main track and platform, lengthening the existing platform, improved pedestrian circulation, and add benches and shade structures. This phase of the project is expected to be complete in December 2016.

Fullerton Transportation Center Improvements

Completed early on, a new 5-level parking structure, accommodating approximately 821 public parking spaces, was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This project was completed on June 19, 2012. After completion, an elevator upgrade project was proposed with leftover savings. This second project will modify the existing pedestrian bridge and its landings as well as other surrounding infrastructures to add two new traction elevators, resulting in one new and one existing elevator on each side of the railroad tracks for a total of four elevators. The City of Fullerton is the lead on this project. Notice to Proceed was issued in January 2016, however, work on the platform area has not begun. Renovations to the restrooms have been completed, but the contractor has experienced delays in starting on the elevator work due to subcontractor issues. Construction is expected to take one year, and is anticipated to be complete in 2017.

Laguna Niguel/Mission Viejo Station

The Laguna Niguel/Mission Viejo station accessibility improvements project is currently in the construction phase. Improvements include new Americans with Disabilities Act (ADA)-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom. Initial demolition work has begun. The contractor is still working through various required submittals including the baseline schedule, and other time critical items. Because these items have taken longer than expected, staff is anticipating the project will be completed 1-3 months beyond the original schedule. As a result, this project is marked “yellow” in the Capital Action Plan. The project is expected to be complete in July 2017.

Orange Parking Structure

Environmental clearance and final plans for the Orange Metrolink parking structure were completed in April 2016. At the City’s request, OCTA has entered into a cooperative agreement with the City, to have OCTA be the lead agency on the project and programming additional money from OCTA and the City. Project costs increased due to escalation in costs from the original engineer’s estimate and additional contingency to cover the constraints of the site with adjacent properties. With the transfer of responsibilities from the City to OCTA, this delayed the start of

Continues on the next page...

Measure M2

Progress Report

TRANSIT



Project R continued from previous page...

construction while OCTA procures a contract for construction management services. Construction is expected to begin in early 2017. The finished result will be a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. This project is marked “red” in the Capital Action Plan, signifying a delay of more than three months. As a result of design challenges, this project has been delayed by three years from its original schedule.

Placentia Station

Plans for the proposed Placentia Metrolink Station Project were near completion but the City of Placentia requested to modify the plans to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new cooperative agreement with the City that revised the scope of the project and budget. There will now be a parking structure as part of the project and the City will contribute towards the cost. The previously completed design plans will need to be revised. The project is anticipated to begin construction in early 2018 and is anticipated to be complete in fall 2019.

San Clemente Pier Station Lighting

Currently in the construction phase, this project will add lighting to the existing platform of the San Clemente Pier Station. OCTA is the lead for design and installation. Preliminary conceptual plans were approved by the City of San Clemente in July 2015. During the design phase, the project was temporarily delayed while the City evaluated the continued operation of the station. Following the determining to keep the station open, OCTA advertised an Invitation for Bid in March 2016. During the quarter, OCTA awarded the construction contract in June 2016. Next quarter, a construction kick-off meeting and installation is anticipated.

San Juan Capistrano/Laguna Niguel Passing Siding Project

Currently in the design phase, this project will add approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. During the quarter, the project team continued working to prepare the 90 percent design plans and continued working with various jurisdictions including the California Public Utilities Commission to analyze the at grade crossing modifications. Custom proposed modifications to the project scope will have cost and schedule impacts. Environmental surveys for birds continue to provide the necessary information to support the permit applications. Completion of the design phase is expected in April 2017, with construction beginning in late 2017. Project completion is expected in late 2019. The project team continues to reduce the overall schedule impact wherever possible. This project is marked “red” in the Capital Action Plan, signifying a delay of more than three months. This project has been delayed by six months from its original schedule.

Tustin Parking Structure

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

Measure M2

Progress Report

TRANSIT



Project R continued from previous page...

Additional rail corridor improvements include: completion of the San Clemente Beach Trail Audible Warning System (AWS) project, which provides additional safety improvements and AWS devices at seven pedestrian grade crossings along the beach trail (AWS activation occurred on June 24, 2016); completed PSR's or environmental clearance for six potential grade separation projects along the LOSSAN corridor (State College Avenue, Ball Road, 17th Street, Santa Ana Boulevard, Grand Avenue, and Orangethorpe Avenue); replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will also accommodate a future bike trail on the south end along the creek (design is 30 percent complete, with CEQA clearance received in June 2016); the Control Point project at Fourth Street in the City of Santa Ana, which will provide rail operational efficiencies; the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability; video surveillance, and continued implementation of Positive Train Control.

Sand Canyon Grade Separation



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

Status: PROJECT COMPLETE

Summary: The project located at Sand Canyon Avenue railroad crossing is 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 completed and construction completion acceptance by the City of Irvine was obtained on January 15, 2016. The project is in the one-year warranty period and no repairs have been identified to date.

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: Last quarter, the City of Anaheim presented a revised Locally Preferred Alternative to the Transit Committee for this project. Committee Member feedback focused on the need for a larger transit vision along Harbor Boulevard in Central Orange County. On June 27, 2016, the Board approved an amendment to the agreement with

Continues on the next page...

Measure M2

Progress Report

TRANSIT



Project S continued from previous page...

the City of Anaheim for the City to conclude all planning efforts on the Anaheim Rapid Connection (ARC) project and to submit all work completed to date to OCTA. Additionally, the Board approved the study of a connection between the Anaheim Regional Transportation Intermodal Center (ARTIC) and the Anaheim Resort Area into the Central Harbor Boulevard corridor study. These actions were taken to ensure a more regional and comprehensive evaluation of potential transit connections to OC Streetcar.

OC Streetcar Project

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

Status: Design Work Underway with Preparation for Entry into Engineering

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

During the quarter, the Board approved the vehicle acquisition strategy in April 2016, directing staff to pursue opportunities to acquire streetcar vehicles by exercising unassigned options on another agency's vehicle contract. Staff completed site visits with two agencies to explore opportunities to secure assignments of their existing vehicle contracts. A request for quotes (RFQ) will be issued in July to obtain pricing on the required vehicle modifications, commitment on production schedule, as well as revisions to commercial terms from the base contracts. Staff is scheduled to return to the Board in fall 2016 with recommendations on the viability of the piggybacking approach, and if viable, a recommendation on the contract award.

Thirty percent design plans were completed in May 2016, and are undergoing review by OCTA and the cities of Santa Ana and Garden Grove. The design effort produced a number of modifications to the Project to enhance operations, minimize conflicts with adjacent developments and utilities, and reduce long term operations and maintenance costs. Environmental technical analysis has been completed to address these design refinements, and staff is coordinating with FTA on federal environmental process requirements resulting from design modifications.

The Station and Urban Design effort is also underway with the development of aesthetic concepts for the streetcar stops. Community outreach for stop design will begin in July 2016. The technical criteria will be presented to the Board for discussion in August. A recommendation for the consultant selection of the CM contract is scheduled to be presented to the Board in July 2016. Design work continues in close coordination with the cities of Santa Ana and Garden Grove, with the 60 percent engineering planned for completion the end of December 2016.

Appraisals for ROW acquisitions for the Maintenance and Storage Facility (MSF) are ongoing. Staff continues to coordinate with FTA and its project management oversight consultant (PMOC) on the plans and documents required for approval into the next phase of the New Starts process – Engineering. The Project team will prepare the FTA annual New Starts application update for the Project and upon acceptance by FTA, will submit a letter formally requesting entry into Engineering in early fall 2016.



Project S continued from previous page...

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 \$730,000*. Four projects located within the cities of Anaheim and Lake Forest were approved for funding by the Board on July 23, 2012. Two projects have implemented service, one has been revised with a scope change, and the other has been cancelled. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest began in December 2012, and the Anaheim Canyon Metrolink Station Bus Connection began service in February 2013. Following detailed discussions with OCTA staff, the Board approved a scope change submitted by the City on behalf of Panasonic Avionics in December 2015, which utilizes the City's established shuttle program to provide trips between the Irvine Metrolink Station and the Panasonic employment center as an alternative to providing vanpool services. Service associated with Invensys Incorporated in the City of Lake Forest was cancelled at the request of the participant, and the funds have been returned to the program for use in future calls for projects. This quarter, OCTA reviewed the City's request for Oakley to employ changes to the existing OCTA routes to meet their needs. OCTA staff has looked at options to meet Oakley's needs and processed an agreement providing commuter transit services from Santa Ana to Lake Forest outside of Project S.

**In previous quarterly reports, this number was reported as \$9.8 million – the funding amount approved for Project V's first Call for Projects. This amount has been mistakenly reported under Bus and Station Van Extension projects since the FY 2013-14 Fourth Quarter Report, which was presented to the Board on August 25, 2014.*

Project T

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

Status: PROJECT COMPLETE



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

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



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 \$38 million in Project U funding has been provided under M2.

Senior Mobility Program (SMP)

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

Status: Ongoing

Summary: This program provides one percent of 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 1,281,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs shopping destinations, and senior and community center activities. This quarter, more than \$377,400 in SMP funding was paid out to the 31 participating cities during the month of May*. In addition, all 35 amendments to extend the agreements an additional five years along with their Service Plans (31 cities and four agencies) were approved by the Board of Directors on June 13, 2016.

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

Senior Non-emergency Medical Transportation Program (SNEMT)

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

Status: Ongoing

Summary: This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 482,575 SNEMT boardings have been provided. This quarter, more than \$398,600 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the month of May*.

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

Measure M2

Progress Report

TRANSIT



Project U continued from previous page...

Fare Stabilization Program

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

Status: Ongoing

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

Approximately \$909,641 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 3,474,601 program-related boardings were recorded on fixed route and ACCESS services. Since inception of the program, more than 69,188,299* program-related boardings have been provided.

**Last quarter, 69.75 million boardings were reported. That number should have been 65.71 million.*

Project V

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

Community Based Transit / Circulators

Status: Service Ongoing for 2012 Call for Projects, Developing Agreements for 2016 Call for Projects

Summary: This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved the first round of funding for \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation-related centers. Prior to the second call for projects, Project V Guidelines were revised in 2015, per Board direction, to encourage more local agency participation. On June 13, 2016 the Board approved \$26.7 million in Project V funds for 17 Capital and Operations grants and \$323,780 for seven planning grants. OCTA staff is currently developing agreements with the agencies to implement these projects.



Project W

Safe Transit Stops

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

Status: Executed All Agreement Documents

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

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

For OCTA-initiated improvements, the \$370,000 investment has been contributed towards a mobile ticketing application (app) that will make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses using smart phone devices to display bus passes as proof of payment. The smart phone app was launched on June 15, 2016, for OC Fair and Express Bus users and received positive reviews. It is planned to be expanded to include OCTA fixed route and college pass fare purchases next quarter and then to seniors and disabled fare purchases early next year.



Project X

Environmental Cleanup

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.

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been 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 was released on February 15, 2016, providing approximately \$2.8 million. Twenty-nine applications were received in April. Staff anticipates Board approval for funding recommendations in September 2016.

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 which is anticipated in 2017.



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 (Preserves) acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. The restoration project plans have been approved by the wildlife agencies and are currently at various stages of implementation. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total 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 late-2016.

There was a 90-day public comment period for preserve-specific Resource Management Plans (RMP's) for five Preserves within Trabuco and Silverado Canyons, which ended in early 2016. These RMP's are currently being finalized and the remaining two Preserves (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process once the NCCP/HCP and EIR/EIS are finalized. Public access events will continue to be held on the Ferber Preserve as well as the O'Neill Oaks and Aliso Canyon Preserves. A list of scheduled 2016 wilderness Preserve hiking and equestrian riding tours is available on the M2 website. A new landing page (www.PreservingOurLegacy.org) was launched to promote the hikes and rides and offers detailed information about the events.

As part of the safeguards in place for the M2 Program, a 12-member Environmental Oversight Committee (EOC) makes funding allocation recommendations to assist OCTA in acquiring land and restoring habitats in exchange for streamlined project approvals for the M2 freeway improvement projects (A-M).

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

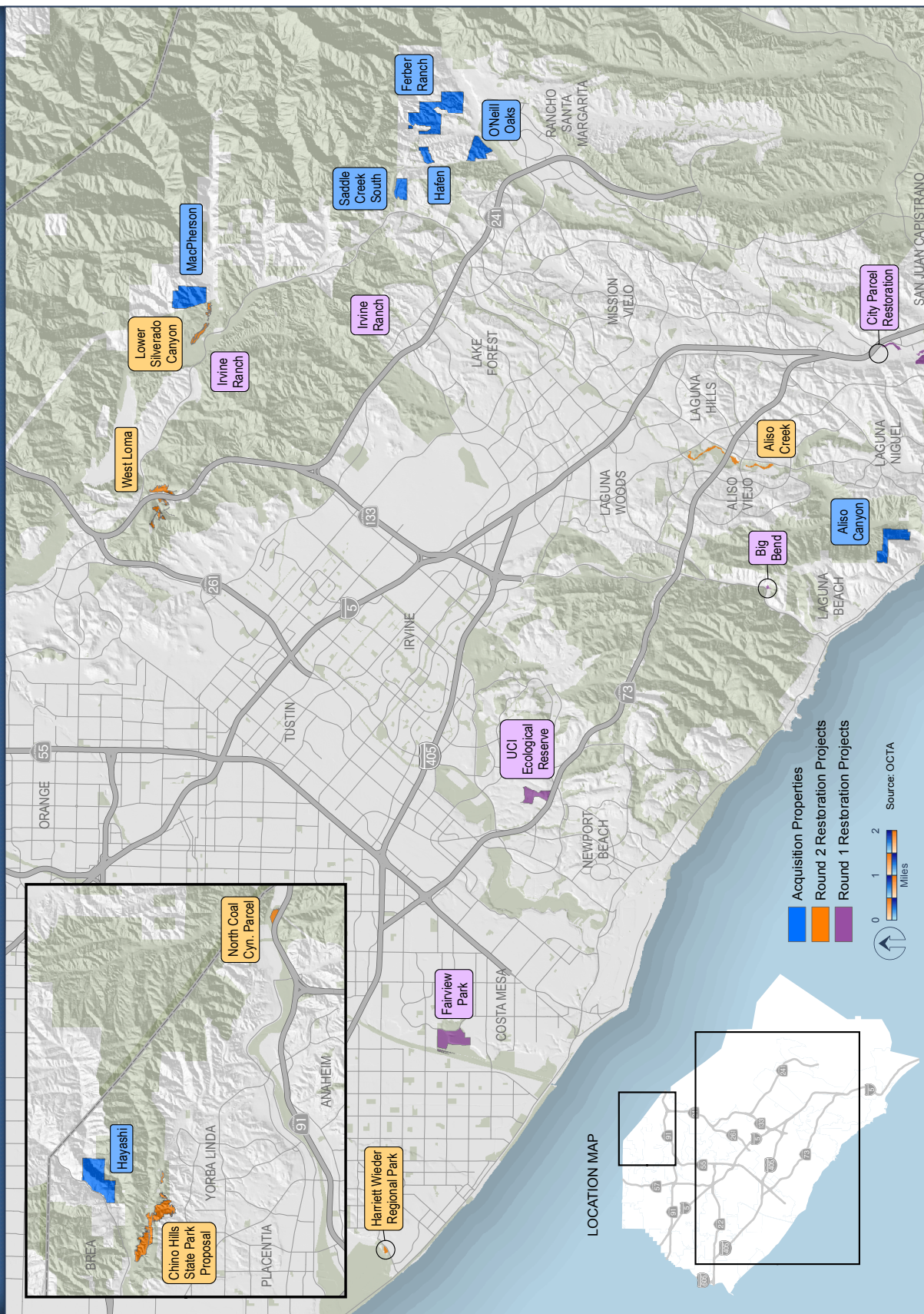
Measure M2

Progress Report

ENVIRONMENTAL



Acquisition Properties and Funded Restoration Projects





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. During the quarter, staff updated all M2 program cash flows based on the \$14.8 billion M2 sales tax revenue forecast. An update on these cash flows and their impact on the M2020 Plan is being prepared and will be presented to the Board in September and October 2016. A quarterly 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 2-5), and the accompanying staff report.

2012-2015 M2 Performance Assessment Update

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and the most recent assessment reviewed the time period of July 1, 2012 through June 30, 2015. The final report and findings were received in May 2016. The results of the Performance Assessment including findings were brought to the Taxpayer Oversight Committee (TOC) on June 14, 2006 for information and will be presented to the Board for review and any required action in August 2016.

M2 Awareness and Signage

In response to preliminary Performance Assessment findings regarding M2 awareness and public perception, the PMO has been reviewing signage procedures in place for all projects and programs included under M2. Currently, there are no uniform guidelines in place that document proper procedures to follow for each of the M2 programs (Freeway, Streets & Roads, Transit, and Environmental projects). The PMO has put together a draft document that illustrates current signage efforts for each program alongside suggestions for potential improvements. Next quarter, the PMO will work with the program and project managers to develop an M2 Signage Guidelines Manual to ensure that M2 is properly credited and highlighted in a way that is conducive to each program.

Next 10 Delivery Plan Development

Last quarter, the Board asked the PMO to re-examine the M2020 Plan to determine the viability of delivering all 14 objectives. The PMO is evaluating the objectives against new sales tax forecast information and will prepare an update for the Board next quarter. Based on what is financially possible, the M2020 objectives will be reformatted as the "Next 10 Deliverables".

Measure M2

Progress Report

PROGRAM MGMT



PMO Continued from previous page...

M2 Administrative Cost Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently projected to be 39 percent) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the 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 \$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 June 2016, the outstanding balance was \$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 May 5, 2016, 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 July 13, 2016, to conduct this quarterly review.

Taxpayer Oversight Committee

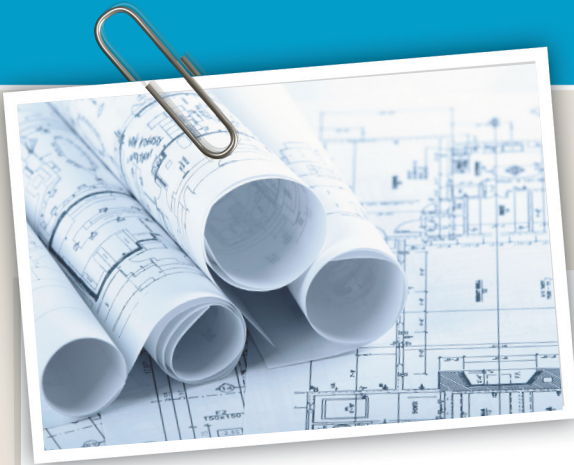
The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee the implementation of the M2 plan. With the exception of the elected Auditor/Controller of Orange County who in Ordinance No. 3 is identified as the chair of the TOC, all other members are not elected or appointed officials. Members 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

Continues on the next page...

Measure M2

Progress Report

PROGRAM MGMT



PMO continued from previous page...

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 April 12, 2016 to hold its annual Measure M public hearing, vote on the Compliance Findings and Local Jurisdictions Eligibility Findings, and hear updates on the sales tax forecast methodology, OC Streetcar, I-405 Improvement Project, M2 Senior Mobility Program Guidelines and the State Transportation Improvement Program. The committee unanimously found that OCTA is proceeding in accordance with the ordinances that were approved by voters first in 1990 and renewed in 2006, and that Measure M is being delivered as promised to voters for the 25th consecutive year. This was the final compliance finding by the TOC for the original Measure M (1991-2011), which was recently closed out.

The TOC also met on June 14, 2016 to receive updated financial information on the M2 Quarterly Revenue & Expenditure Report (March 2016), approve updating the TOC mission statement and policies and procedures, and hear program/project updates on the Comprehensive Transportation Funding Programs (CTFP) Semi-Annual Review, CTFP Programming Recommendations, and the I-405 Improvement Project Preliminary Finance Plan. OCTA staff also provided the committee with information on the Measure M Performance Assessment, recently opened Measure M projects, Project V and an update on the sales tax forecast.



M2 Financing

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

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. In the past, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. However, on June 8, 2015, after reviewing the actual sales tax revenue data, the Board decided to take a more conservative approach and used the lowest of the three universities' forecasts for FY 2015-16 (Chapman University forecast of 5.68 percent). On March 28, 2016, as part of the FY 2016-17 budget development process, the Board approved a new sales tax forecast methodology. The new methodology includes a more conservative approach by utilizing a five-year forecast from MuniServices, Inc. MuniServices, Inc. has historically been more conservative than the three universities over the first five years.

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

Current Forecast

Based on long term forecasts received in May 2015, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately \$14.8 billion. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$14.8 billion, sales tax revenue will run approximately \$9.5 billion (39.1 percent) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program will vary as actual sales tax revenue data is incorporated.

Final sales tax receipts through the third quarter of fiscal year 2015-16 (March 31, 2016) were received at the end of the fourth quarter (June 2016), and reflected a growth in sales tax revenue of 3.96 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. Consistent with the Board's desire to be conservative, the FY 2016-17 budget assumes a sales tax growth rate of 4.4 percent for FY 2016-17. Staff will continue to closely monitor sales tax receipts.

Measure M2

Progress Report

REVENUE & EXPENDITURES



DRAFT 7/27/2016

Schedule 1

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of June 30, 2016
(Unaudited)

(\$ in thousands)	Quarter Ended June 30, 2016	Year to Date June 30, 2016 (A)	Period from Inception to June 30, 2016 (B)
Revenues:			
Sales taxes	\$ 77,286	\$ 303,156	\$ 1,452,528
Other agencies' share of Measure M2 costs:			
Project related	23,941	87,782	470,735
Non-project related	-	73	438
Interest:			
Operating:			
Project related	-	-	2
Non-project related	(132)	268	11,299
Bond proceeds	-	9,431	35,997
Debt service	11	30	74
Commercial paper	-	-	393
Right-of-way leases	19	110	814
Miscellaneous:			
Project related	1	72	270
Non-project related	-	-	7
Total revenues	<u>101,126</u>	<u>400,922</u>	<u>1,972,557</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	934	3,571	15,888
Professional services:			
Project related	17,203	43,575	266,208
Non-project related	730	1,832	14,760
Administration costs:			
Project related	2,163	8,658	44,670
Non-project related :			
Salaries and Benefits	771	3,086	18,161
Other	1,114	4,452	26,411
Other:			
Project related	72	229	1,632
Non-project related	65	107	3,789
Payments to local agencies:			
Project related	26,437	102,326	604,844
Capital outlay:			
Project related	28,440	83,201	540,454
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	7,210	27,085
Interest on long-term debt and commercial paper	7	21,613	115,537
Total expenditures	<u>77,936</u>	<u>279,860</u>	<u>1,679,470</u>
Excess (deficiency) of revenues over (under) expenditures	<u>23,190</u>	<u>121,062</u>	<u>293,087</u>
Other financing sources (uses):			
Transfers out:			
Project related	(1,787)	(5,972)	(18,013)
Transfers in:			
Project related	-	20,647	72,451
Non-project related	-	(20,647)	9,030
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(1,787)</u>	<u>(5,972)</u>	<u>422,061</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 21,403</u>	<u>\$ 115,090</u>	<u>\$ 715,148</u>



DRAFT 7/27/2016

Schedule 2

Measure M2
Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)
as of June 30, 2016
(Unaudited)

(\$ in thousands)	Quarter Ended June 30, 2016 (actual)	Year to Date June 30, 2016 (actual)	Period from Inception through June 30, 2016 (actual)	Period from July 1, 2016 through March 31, 2017 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 77,286	\$ 303,156	\$ 1,452,528	\$ 13,359,584	\$ 14,812,112
Operating interest	(132)	268	11,299	224,117	235,416
Subtotal	<u>77,154</u>	<u>303,424</u>	<u>1,463,827</u>	<u>13,583,701</u>	<u>15,047,528</u>
Other agencies share of M2 costs	-	73	438	-	438
Miscellaneous	-	-	7	-	7
Total revenues	<u>77,154</u>	<u>303,497</u>	<u>1,464,272</u>	<u>13,583,701</u>	<u>15,047,973</u>
Administrative expenditures:					
SBOE fees	934	3,571	15,888	200,474	216,362
Professional services	730	1,832	10,984	91,546	102,530
Administration costs :					
Salaries and Benefits	771	3,086	18,161	133,574	151,735
Other	1,114	4,452	26,411	234,882	261,293
Other	65	107	3,789	23,036	26,825
Capital outlay	-	-	31	-	31
Environmental cleanup	1,946	9,596	18,159	267,192	285,351
Total expenditures	<u>5,560</u>	<u>22,644</u>	<u>93,423</u>	<u>950,704</u>	<u>1,044,127</u>
Net revenues	<u>\$ 71,594</u>	<u>\$ 280,853</u>	<u>\$ 1,370,849</u>	<u>\$ 12,632,997</u>	<u>\$ 14,003,846</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 2,000,000	\$ 2,358,593
Interest revenue from bond proceeds	-	9,431	35,997	25,760	61,757
Interest revenue from debt service funds	11	30	74	54	128
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>11</u>	<u>9,461</u>	<u>395,057</u>	<u>2,025,814</u>	<u>2,420,871</u>
Financing expenditures and uses:					
Professional services	-	-	3,776	17,020	20,796
Bond debt principal	-	7,210	27,085	2,242,636	2,269,721
Bond debt and other interest expense	7	21,613	115,537	1,507,609	1,623,146
Total financing expenditures and uses	<u>7</u>	<u>28,823</u>	<u>146,398</u>	<u>3,767,265</u>	<u>3,913,663</u>
Net bond revenues (debt service)	<u>\$ 4</u>	<u>\$ (19,362)</u>	<u>\$ 248,659</u>	<u>\$ (1,741,451)</u>	<u>\$ (1,492,792)</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2016
(Unaudited)

DRAFT 7/27/2016
 Schedule 3

Project	Description	Net Revenues through June 30, 2016	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 54,033	\$ 551,963
B	I-5 Santa Ana/SR-55 to El Toro	34,512	352,552
C	I-5 San Diego/South of El Toro	72,081	736,343
D	I-5 Santa Ana/San Diego Interchange Upgrades	29,660	302,993
E	SR-22 Garden Grove Freeway Access Improvements	13,795	140,927
F	SR-55 Costa Mesa Freeway Improvements	42,076	429,827
G	SR-57 Orange Freeway Improvements	29,741	303,815
H	SR-91 Improvements from I-5 to SR-57	16,095	164,415
I	SR-91 Improvements from SR-57 to SR-55	47,882	489,133
J	SR-91 Improvements from SR-55 to County Line	40,490	413,620
K	I-405 Improvements between I-605 to SR-55	123,331	1,259,886
L	I-405 Improvements between SR-55 to I-5	36,753	375,452
M	I-605 Freeway Access Improvements	2,299	23,488
N	All Freeway Service Patrol	17,244	176,159
	Freeway Mitigation	29,473	301,083
	Subtotal Projects	589,465	6,021,656
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 589,465	\$ 6,021,656
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 137,087	\$ 1,400,402
P	Regional Traffic Signal Synchronization Program	54,832	560,136
Q	Local Fair Share Program	246,753	2,520,692
	Subtotal Projects	438,672	4,481,230
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 438,672	\$ 4,481,230
	%		

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2016
(Unaudited)

DRAFT 7/27/2016
Schedule 3

Expenditures through June 30, 2016 (J)	Reimbursements through June 30, 2016 (K)	Net M2 Cost (L)
\$ 4,538	\$ 939	\$ 3,599
4,522	2,191	2,331
83,061	30,222	52,839
1,803	527	1,276
4	-	4
7,471	23	7,448
45,211	10,281	34,930
31,751	608	31,143
16,097	1,620	14,477
6,933	5,294	1,639
51,037	3,192	47,845
5,388	3,234	2,154
625	16	609
143	-	143
<u>45,961</u>	<u>1,688</u>	<u>44,273</u>
304,545	59,835	244,710
<u>30,327</u>	<u>-</u>	<u>30,327</u>
<u>\$ 334,872</u>	<u>\$ 59,835</u>	<u>\$ 275,037</u>
		27.6%
\$ 586,980	\$ 323,161	\$ 263,819
21,661	3,580	18,081
<u>237,068</u>	<u>77</u>	<u>236,991</u>
845,709	326,818	518,891
<u>33,684</u>	<u>-</u>	<u>33,684</u>
<u>\$ 879,393</u>	<u>\$ 326,818</u>	<u>\$ 552,575</u>
		55.4%

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2016
(Unaudited)

DRAFT 7/27/2016
 Schedule 3

Project	Description	Net Revenues through June 30, 2016	Total Net Revenues
(G)		(H)	(I)
(\$ in thousands)			
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 136,722	\$ 1,396,676
S	Transit Extensions to Metrolink	121,014	1,236,215
T	Metrolink Gateways	7,007	71,577
U	Expand Mobility Choices for Seniors and Persons with Disabilities	47,534	485,585
V	Community Based Transit/Circulators	27,410	280,003
W	Safe Transit Stops	3,025	30,905
	Subtotal Projects	342,712	3,500,961
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 342,712	\$ 3,500,961
	%		

Measure M2 Program

\$ 1,370,849 \$ 14,003,847

Project	Description	Revenues through June 30, 2016	Total Revenues
(G)		(H.1)	(I.1)
(\$ in thousands)			
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 29,277	\$ 300,951
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 29,277	\$ 300,951
	%		

Taxpayer Safeguards and Audits

	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 21,788	\$ 222,182
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 14,638	\$ 150,475
	%		

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2016
(Unaudited)

DRAFT 7/27/2016

Schedule 3

Expenditures through June 30, 2016 (J)	Reimbursements through June 30, 2016 (K)	Net M2 Cost (L)
\$ 161,418	\$ 94,063	\$ 67,355
5,688	2,074	3,614
98,215	60,956	37,259
40,010	88	39,922
2,014	120	1,894
63	26	37
<u>307,408</u>	<u>157,327</u>	<u>150,081</u>
<u>18,838</u>	<u>-</u>	<u>18,838</u>
<u>\$ 326,246</u>	<u>\$ 157,327</u>	<u>\$ 168,919</u>
		17.0%
<u><u>\$ 1,540,511</u></u>	<u><u>\$ 543,980</u></u>	<u><u>\$ 996,531</u></u>

Expenditures through June 30, 2016 (J)	Reimbursements through June 30, 2016 (K)	Net M2 Cost (L)
\$ 18,159	\$ 292	\$ 17,867
-	-	-
<u>\$ 18,159</u>	<u>\$ 292</u>	<u>\$ 17,867</u>
		1.2%

\$ 15,888	\$ -	\$ 15,888
		1.1%
<u>\$ 18,161</u>	<u>\$ 3,523</u>	<u>\$ 14,638</u>
		1.0%

Measure M2

Progress Report LOCAL FAIR SHARE



M2 FUNDS

ENTITY	4th Quarter FY 2015/16	FUNDS TO DATE
ALISO VIEJO	\$204,941.28	\$2,945,619.75
ANAHEIM	\$1,785,761.42	\$25,437,784.03
BREA	\$289,611.28	\$4,277,436.60
BUENA PARK	\$487,770.02	\$6,966,171.06
COSTA MESA	\$747,259.32	\$10,685,510.00
CYPRESS	\$273,112.51	\$4,004,602.86
DANA POINT	\$170,295.08	\$2,444,916.31
FOUNTAIN VALLEY	\$323,273.74	\$4,676,784.13
FULLERTON	\$674,858.69	\$9,704,685.28
GARDEN GROVE	\$767,149.14	\$11,122,472.82
HUNTINGTON BEACH	\$1,010,243.43	\$14,495,349.23
IRVINE	\$1,408,680.92	\$19,464,787.42
LAGUNA BEACH	\$133,561.37	\$1,893,103.82
LAGUNA HILLS	\$177,108.70	\$2,550,303.84
LAGUNA NIGUEL	\$344,744.10	\$5,005,884.23
LAGUNA WOODS	\$66,475.33	\$963,971.56
LA HABRA	\$272,207.73	\$3,959,825.68
LAKE FOREST	\$405,091.36	\$5,819,097.82

Measure M2

Progress Report

LOCAL FAIR SHARE



M2 FUNDS

ENTITY	4th Quarter FY 2015/16	FUNDS TO DATE
LA PALMA	\$89,033.75	\$1,318,564.50
LOS ALAMITOS	\$67,765.24	\$965,930.11
MISSION VIEJO	\$485,005.55	\$6,996,505.95
NEWPORT BEACH	\$574,337.33	\$8,180,527.72
ORANGE	\$860,556.63	\$12,222,066.17
PLACENTIA	\$247,414.54	\$3,534,941.59
RANCHO SANTA MARGARITA	\$220,202.71	\$3,169,568.26
SAN CLEMENTE	\$288,410.02	\$4,137,668.93
SAN JUAN CAPISTRANO	\$198,502.12	\$2,842,259.22
SANTA ANA	\$1,438,482.78	\$20,636,154.03
SEAL BEACH	\$127,105.90	\$1,925,262.60
STANTON	\$155,978.89	\$2,251,617.21
TUSTIN	\$461,964.62	\$6,588,931.60
VILLA PARK	\$27,158.40	\$388,710.85
WESTMINSTER	\$439,827.94	\$6,364,196.75
YORBA LINDA	\$311,163.61	\$4,462,969.18
COUNTY UNINCORPORATED	\$954,620.54	\$13,544,000.52
TOTAL M2 FUNDS	\$16,489,675.99	\$235,948,181.63

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
FREEWAY PROJECTS					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$90.5	Jun-09	Oct-11	Oct-13	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.0	Jun-09	Oct-11	May-13	Mar-17
I-5, PCH to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$71.2	Jun-09	Oct-11	Jan-13	Apr-18
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$80.3	Sep-05	Jun-09	Dec-11	Jan-16
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Oct-14	Oct-16
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	Oct-11	May-14	Jan-18	Jul-22
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	Oct-11	May-14	Jun-17	Apr-22
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	\$133.6	Oct-11	May-14	Jun-18	Sep-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Nov-16	Oct-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Aug-18	TBD	TBD
Project B	TBD	May-14	Aug-18	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	\$37.1	Jun-11	Apr-15	Mar-17	Feb-20

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

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$375.9	May-11	Jan-18	Aug-21	Jan-27
SR-55, I-5 to SR-91	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Nov-16	May-19	TBD	TBD
SR-57 (NB), Orangewood to Katella	TBD	Apr-16	Dec-18	TBD	TBD
Project G	TBD	Apr-16	Dec-18	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	Apr-15
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	Apr-18
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$52.8	Aug-05	Dec-07	Jul-09	Nov-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.7	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Oct-16	Apr-18
SR-57 (NB), Lambert to Tonner Canyon (On Hold)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-17	Jun-20	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$61.3	Jul-07	Jun-10	Apr-12	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Aug-16	Apr-18

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

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD
Project I	TBD	Jan-15	Oct-18	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$45.1	Jul-08	May-11	Feb-13	Sep-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$79.6	Jul-07	Apr-09	Aug-10	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	Feb-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Dec-08	Jan-11
I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD
Project L	TBD	Dec-14	Jul-18	TBD	TBD
I-405 Southbound, SR-133 to University Drive	TBD	Mar-15	Aug-16	Apr-17	TBD
Project L	\$13.4	Mar-15	Feb-16	Apr-17	Jan-19
I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-13	Nov-15	Apr-23
Project K	\$1,900.0	Mar-09	May-15	Nov-15	Apr-23
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Aug-16	Jul-18	TBD	TBD
GRADE SEPARATION PROJECTS					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$61.7	N/A	Sep-03	Jul-10	Jan-16
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$124.8	Feb-09	Nov-09	Dec-12	Aug-18

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

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$97.0	Dec-08	Apr-11	Feb-13	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$64.4	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.5	Jan-01	Sep-09	Jul-10	Dec-14
Orangethorpe Blvd. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$108.6	Jan-01	Sep-09	Oct-11	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	Jul-11	Aug-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$107.4	Jan-01	Sep-09	Jan-13	Jul-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	Oct-14	Jun-17	TBD	TBD
RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$90.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.3	Sep-10	Jul-11	Jun-12	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
	\$25.3	Aug-11	Mar-14	Apr-17	Dec-19

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Measure M2

Progress Report

CAPITAL ACTION PLAN



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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
OC Streetcar	TBD	Aug-09	Mar-12	TBD	TBD
Project S	\$306.4	Aug-09	Mar-15	Jul-17	Apr-20
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	May-07	Jan-11	TBD
	\$34.8	Jan-03	May-07	Feb-11	Apr-20
Anaheim Canyon Station	TBD	Jan-16	Dec-16	TBD	TBD
	\$21.0	Jan-16	Dec-16	Oct-18	Jul-20
Orange Station Parking Expansion	\$33.2	Dec-09	Dec-12	Apr-13	Jun-18
	\$33.2	Dec-09	May-16	Apr-16	Jun-18
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Mar-17
	\$4.0	N/A	N/A	Dec-13	Mar-17
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Apr-17
	\$4.6	Jul-13	Feb-14	Jul-15	Jul-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
	\$230.4	Apr-09	Feb-12	May-12	Dec-14

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LOS ANGELES

SAN BERNARDINO

ORANGE COUNTY

California

RIVERSIDE

SAN DIEGO

