




**March 6, 2017**

**To:** Executive Committee

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

**Subject:** Measure M2 Quarterly Progress Report for the Period of October 2016 Through December 2016

**Overview**

Staff has prepared a Measure M2 quarterly progress report for the period of October 2016 through December 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 the 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 that 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 that 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 October 1, 2016 through December 31, 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 distributions from M2 inception through December 2016.

Additionally, Attachment A includes a summary of the Program Management Office activities that have taken place during the quarter. One particular area of significance is highlighted below.

#### Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Delivery Plan, which provides guidance to staff on delivery of M2 projects and programs between 2017 and 2026. During the Next 10 time period, more than \$6 billion in transportation improvements promised to the voters in M2 are to be completed or underway by 2026. The Plan's ten key deliverables take into account the revised sales tax revenue forecast of \$14.2 billion (supplemented with external revenues) and updated project costs and schedules generated by the Board-approved October 2016 M2 cash flow.

Also part of the Next 10 Plan adoption, the Board directed staff to conduct a market analysis to analyze current resource demands and provide information on the impact on OCTA's delivery of M2 projects. Consultant selection for this effort is underway.

#### Progress Update

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

- October 24, 2016, the Board approved conceptual designs for the OC Streetcar stops, and directed staff to make revisions to the canopy size, seating accommodations, and colors, and to conduct additional public outreach. On November 28, 2016, the Board approved revised conceptual designs. On December 12, 2016, the Board approved a request for proposals (RFP) for Public Awareness Services, and an RFP for manufacturing and delivery of streetcar vehicles (Project S).



- Construction acceptance was obtained on October 25, 2016, for the Tustin Avenue/Rose Drive and Orangethorpe Avenue grade separation projects in the cities of Anaheim and Placentia (Project O).
- Construction acceptance was obtained on October 31, 2016, for the State Route 91 Improvement Project from State Route 55 (SR-55) to the Tustin Avenue interchange (Project I).
- Community-Based Transit Circulator services in the cities of Mission Viejo, San Clemente, and Westminster began in October (Project V).
- On November 14, 2016, the Board approved an increase to the OC Bridges Railroad Grade Separation Program budget by \$32.73 million, increasing the total amount to \$663.96 million (Project O).
- An agreement with the California Department of Transportation (Caltrans) was approved by the Board on November 14, 2016, to address all toll operation matters related to the 405 Express Lanes (Project K).
- The design-build contract for the Interstate 405 (I-405) Improvement Project was approved by the Board, in the amount of \$1.217 billion, on November 14, 2016 (Project K).
- On November 28, 2016, the Final Environmental Impact Report and Final Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) was approved by the Board. An agreement between OCTA, United States Fish and Wildlife Service, and the California Department of Fish and Wildlife was also approved for implementation of the Conservation Plan.
- On December 12, 2016, a consultant was selected for construction management services for the Placentia Metrolink Commuter Rail Station Project, and an amendment was approved for adding additional construction management services for the Laguna Niguel/Mission Viejo Metrolink Station Improvements Project (Project R).
- On December 12, 2016, the Board approved adjustments for Combined Transportation Funding Program projects and Local Fair Share funds, as part of the September 2016 Semi-Annual Review (projects O, P, Q, S, V, W, and X).
- On December 12, 2016, the Board approved an agreement to purchase seven cut-away buses for Project V services (Project V).

- Caltrans presented the Draft Managed Lanes Network Study to the Board on December 12, 2016. This Caltrans-prepared study intends to address slow travel speeds in high-occupancy vehicle (HOV)/carpool lane systems in Orange County by recommending changes to the system through pricing or new capacity (where possible) to manage demand and improve overall performance (projects A-M).

A critical factor in delivering M2 freeway projects is to ensure project scope, schedules, and budgets remain on target. Project scope increases, schedule 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. Project delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports, individual project staff reports, as well as through the Capital Action Plan quarterly performance metrics reports from the Capital Programs Division.

Caltrans and OCTA continue to work together to move projects forward. Looking ahead, Caltrans' strategic policy direction now includes a focus on construction and/or enhancement of a managed lanes system, including HOV lanes, which is a particular challenge. This policy shift and associated risks will continue to be of concern over how non-M2-focused priorities may delay or impact the remaining M2 freeway projects. OCTA continues to advise Caltrans that these new state policies need to take voter commitments into consideration and be implemented as additive projects to M2 improvements where appropriate.

During the quarter, a statewide environmental issue came to light related to the National Environmental Policy Act (NEPA) Assignment Program. Under this program, the Federal Highway Administration has delegated "signing authority" to Caltrans for making environmental decisions and approvals for highway projects in California. Time savings provided with NEPA delegation has helped expedite project delivery. This program expired on January 1, 2017, suspending Caltrans' NEPA delegation authority. An extended lapse in signing authority could potentially affect numerous locally-funded OCTA projects, putting them at risk for delay if they are subject to the traditional NEPA review process. The projects currently at risk for delay due to this lapse are the SR-55 Widening Project between I-405 and Interstate 5 (Project F), and the I-405 Improvement Project between SR-55 and Interstate 605. New legislation, AB 28 (Frazier, D-Oakley), was introduced on December 5, 2016, which proposes to delegate NEPA assignment authority to Caltrans indefinitely. OCTA has taken a support position on AB 28 and to date the legislation appears to be moving well through the legislative process. Staff believes the legislation will be approved by the legislature and enacted by the Governor prior to projects being negatively impacted.

Another continued challenge that the program has faced is 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, \$39 million project, and a two-year delay on Project C, a \$482 million project, which, if not addressed, will result in cost increases for both projects due to escalation. OCTA is closely monitoring the transportation funding proposals at the state and federal levels that could potentially provide a funding solution for these two projects and possibly provide an opportunity to expedite projects as a result of additional funding becoming available. Near term implications persist, and staff will seek the Board's direction next quarter on how to address the impacts.

### **Summary**

As required by M2 Ordinance No. 3, a quarterly report covering activities from October 2016 through December 2016 is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 quarterly progress report is presented on the OCTA website. Hard copies are available by mail upon request.

### **Attachment**

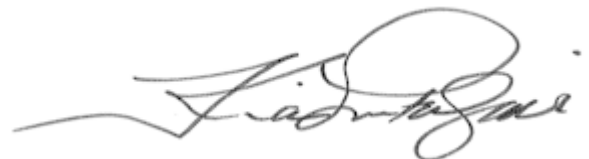
- A. Measure M2 Progress Report – Second Quarter of Fiscal Year 2016-17 – October 1, 2016 through December 31, 2016

**Prepared by:**



Tamara Warren  
Manager, Program Management Office  
(714) 560-5590

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741





**SECOND QUARTER HIGHLIGHTS:**

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

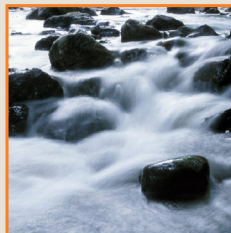
*Final OC Streetcar Stop design concept and color scheme yet to be determined*

# Measure M2

## Progress Report



Second Quarter of Fiscal Year 2016-17  
 October 1, 2016 through December 31, 2016







## SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from **October 1, 2016 through December 31, 2016** is provided to update progress in implementing the M2 Transportation Investment Plan.

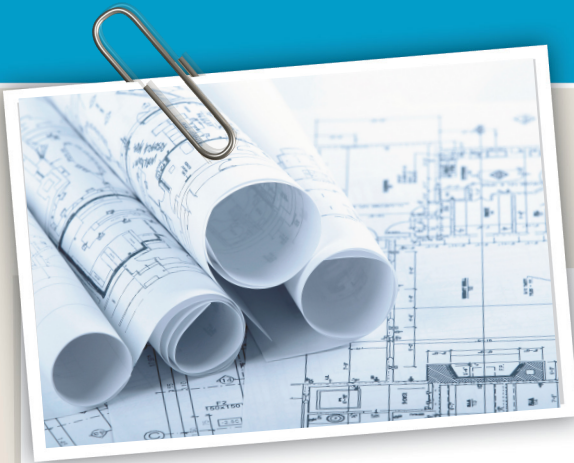
To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



# Measure M2

## Progress Report

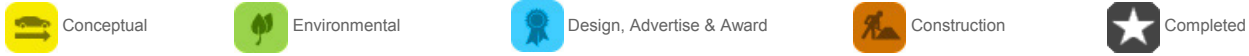
### TABLE OF CONTENTS



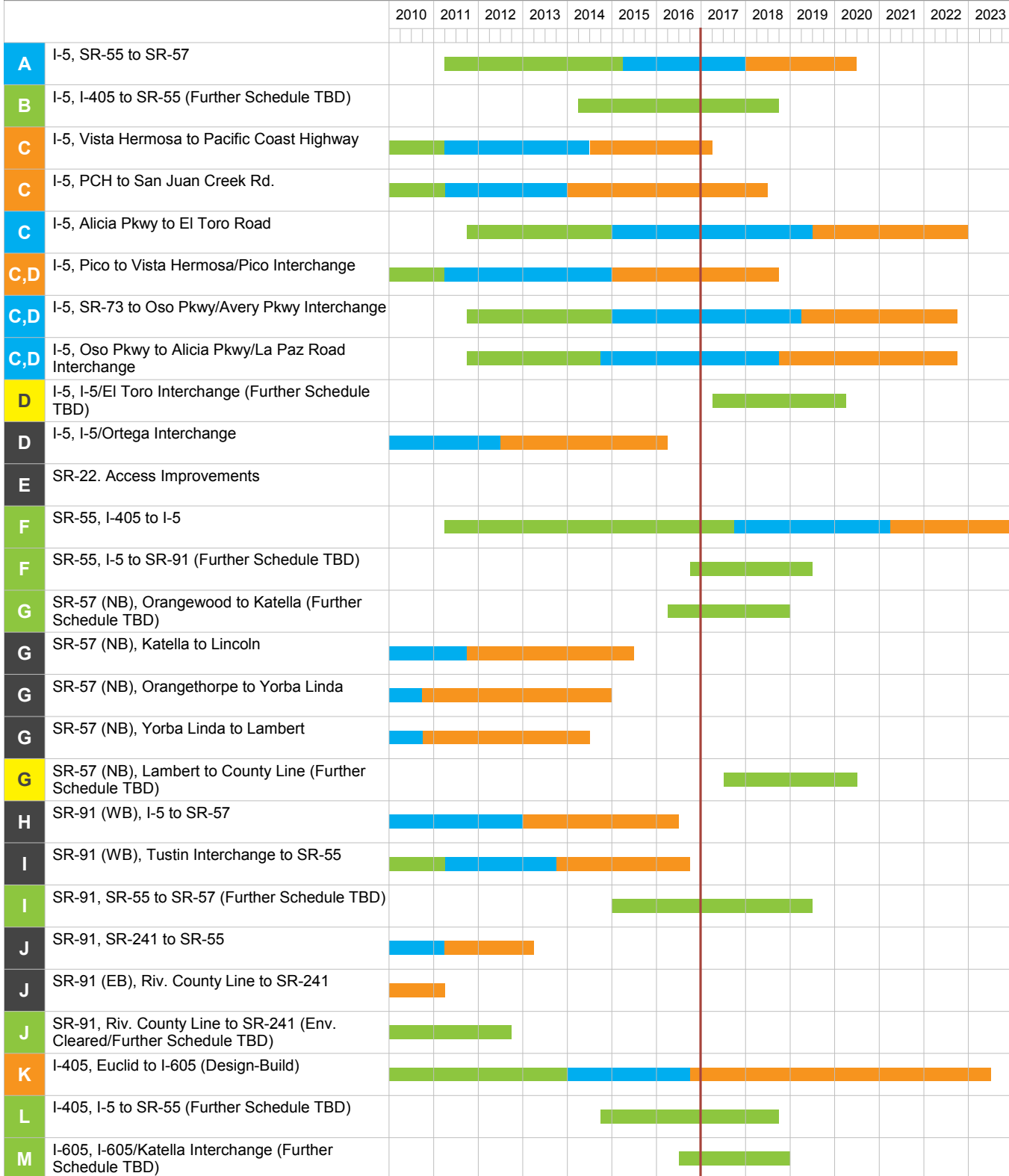
SECTION	PROJECT	PAGE
M2 Delivery Risk Update		1
Next 10 Plan Update		3
<b>Freeway Program (Projects A - N)</b>		<b>7</b>
Interstate 5 (I-5) Projects	[A – D]	7
State Route 22 (SR-22) Project	E	10
State Route 55 (SR-55) Projects	F	11
State Route 57 (SR-57) Projects	G	12
State Route 91 (SR-91) Projects	[H – J]	13
Interstate 405 (I-405) Projects	[K – L]	15
Interstate 605 (I-605) Project	M	17
Freeway Service Patrol	N	17
<b>Streets and Roads (Projects O, P and Q)</b>		<b>18</b>
Regional Capacity Program	O	18
Regional Traffic Signal Synchronization	P	21
Local Fair Share Program	Q	21
<b>Transit Programs (Projects R, S, T, U, V and W)</b>		<b>23</b>
High Frequency Metrolink Service	R	23
Transit Extensions to Metrolink	S	26
Regional Gateways for High-Speed Rail	T	28
Expand Mobility Choices for Seniors and Persons with Disabilities	U	28
Community Based Transit / Circulators	V	29
Safe Transit Stops	W	30
<b>Environmental (Project X and Freeway Mitigation Program)</b>		<b>31</b>
Environmental Cleanup	X	31
Freeway Mitigation Program (Part of Projects A – M)		31
Program Management Office		34
M2 Financing and Schedule of Funding		39
Local Fair Share M2 Funding by Agency		45
Capital Action Plan Status		47



### M2 Project Schedules



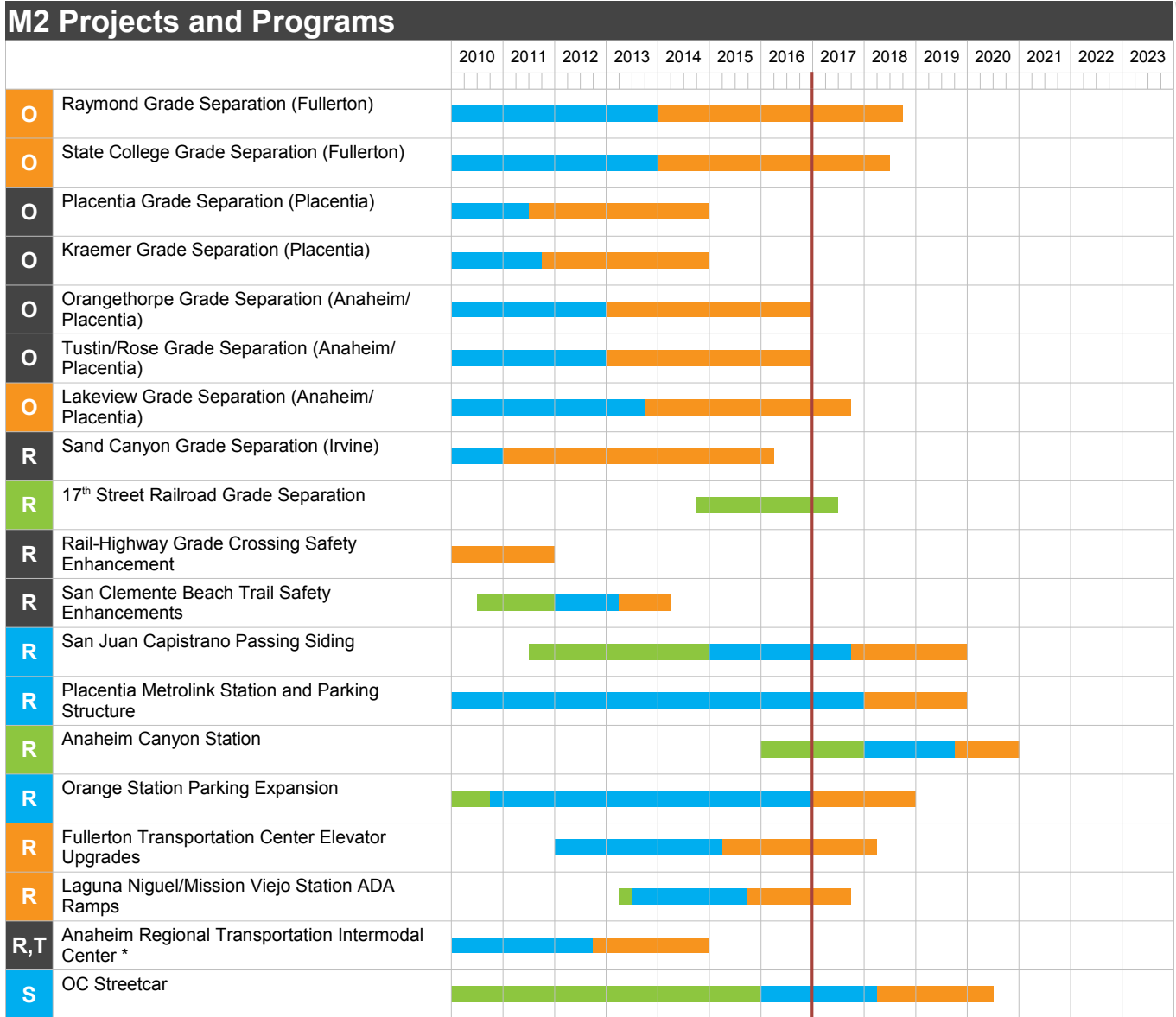
#### M2 Projects and Programs



Continues on the next page...



Continued from the previous page...



\*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 Next 10 Plan delivery that the Measure M Program Management Office is watching – complete with associated explanations and proposed actions. The below risks have been identified in the Board-adopted Next 10 Delivery Plan.

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

# Measure M2

## Progress Report

### M2 DELIVERY RISK UPDATE



Continued from previous page...

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

# Measure M2

Progress Report  
NEXT 10 UPDATE



## Next 10 Plan Update

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

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

This quarter, staff began the implementation and outreach effort for the Next 10 Plan. Next 10 revenue, expense, and schedule sequencing assumptions have been incorporated into the M2 cash flow model. Tight monitoring of cash flow assumptions versus actual revenue, expense, and schedule activity is underway. Additionally, External Affairs, in collaboration with Government Relations and the Measure M Program Management Office, has successfully implemented the Next 10 communication plan. External stakeholders have been notified of the adoption of the Next 10 Delivery Plan through formal mailings, email, and digital communications.

### Next 10 Plan Deliverables

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

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

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

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

*Continued from previous page...*

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

Between M2 inception and the Next 10 Plan adoption, OCTA invested approximately \$700 million in M2 funds into the Regional Capacity Program (Project O), Regional Traffic Signal Synchronization Program (Project P), and Local Fair Share Program (Project Q). Since the Next 10 Plan was adopted in November, \$8.32 million in Local Fair Share funds was distributed to cities during the quarter. No Board action was taken to provide additional Project O and P competitive funding.

**a. Complete the remaining three grade separation projects (Projects O, P, and Q).**

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

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

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

Within this program, funding is provided for rail corridor and station improvements to accommodate increased train service and commuter use - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026, which include: Laguna Niguel/ Mission Viejo Metrolink station ADA ramps (construction 31% complete), Orange Metrolink station parking structure (construction to begin in spring 2017), Placentia Metrolink station (construction to begin in spring 2018), Anaheim Canyon Metrolink station improvement project (construction to begin in late 2019), Fullerton Transportation Center elevators (construction to begin in early 2017), and San Clemente Pier Metrolink/Amtrak station lighting (construction 30% complete). For more details, see the project updates contained in the following pages.

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

OC Streetcar

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

*Continued from previous page...*

#### Harbor Corridor Transit Study

In October 2016, the Board amended the scope of the Harbor Corridor Transit Study to also evaluate a transit connection between Harbor Boulevard and the Anaheim Regional Transportation Intermodal Center (ARTIC). During the quarter, staff worked with the Project Development Team (PDT) to perform the additional analysis along the Katella Avenue corridor and to develop three additional conceptual alternatives focused on connections between Harbor Boulevard and ARTIC. The team also worked to refine the other draft conceptual alternatives, finalized evaluation criteria metrics, and updated the outreach plan. The completed Harbor Corridor Transit Study is expected to be presented to the Board in July 2017.

#### OC Transit Vision

Staff conducted 18 stakeholder interviews during this quarter. During these interviews, staff presented a project overview and solicited input which will be used to help shape the project goals and outcomes. A “State of OC Transit” report is under development which will be distributed to the Board and stakeholders during the next quarter. The completed OC Transit Vision is expected to be presented to the Board in November 2017.

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

Since M2 inception, more than \$43 million in Project U funds has been provided for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Included in this amount, approximately \$1.62 million has been provided for the SMP, SNEMT, and Fare Stabilization programs since Next 10 Plan adoption.

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

Since 2013, the Board has approved approximately \$36.86 million to fund 29 community-based transit service projects (22 capital and operations grants and 7 planning grants). Approved projects service areas in 19 cities and the County of Orange: Anaheim, Costa Mesa, County of Orange, Dana Point, Fountain Valley, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Niguel, Lake Forest, Mission Viejo, Newport Beach, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Tustin, and Westminster. Project updates are provided to the Board biannually.

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

Between M2 inception and Next 10 Plan adoption, the Board approved up to \$1,205,666 for supporting 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The \$370,000 contribution was invested towards a mobile ticketing application (app) to make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses using smart phone devices to display bus passes as proof of payment. Since Next 10 adoption in November, no Board action has been taken to provide additional Project W funding.

*Continued from previous page...*

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

The Freeway Mitigation Program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. These Preserves and restoration projects are folded into the OCTA Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which contributes mitigation to streamline the permitting process for M2 freeway projects. The program's Conservation Plan and Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were approved by the Board in November 2016. As part of the NCCP/HCP process, an endowment is required to be established to pay for the long-term management of the Preserves. In September 2016, the Board approved staff's recommendation to retain the California Community Foundation to establish this endowment. The first endowment deposit is anticipated to be made in early 2017. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established. Additionally, staff will monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee until each project is implemented.

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

Prior to Next 10 adoption, the Board awarded approximately \$45 million for 138 Tier 1 and 22 Tier 2 projects. Since adoption in November, no action has been taken to award additional Project X funds. Staff is working with the ECAC to determine the best timing for the next Tier 2 call based on projected cash flow and potential viable Tier 2 projects.





## Interstate 5 (I-5) Projects

### Project A

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

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

**Status:** Design Phase Underway - 78% Complete

**Summary:** This project will increase HOV capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. This quarter, the Project Design Team (PDT) completed 95 percent Engineering Plans, Specifications & Estimates (PS&E). Final design plans are being developed and will be submitted next quarter. 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 in hopes of keeping this project on schedule.

### Project B

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

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

**Status:** Environmental Phase Underway - 46% Complete

**Summary:** This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro "Y" and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the consultant continued working on technical studies and obtained approval on some. The final Environmental Document is expected to be complete in August of 2018.

# 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 - 78% Complete

**Summary:** This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, comments were received from Caltrans for the 65 percent PS&E submittal and work continued on the 95 percent PS&E submittal. The ROW maps are being prepared and will be submitted to Caltrans next quarter, on October 19, 2016. Staff continued to work with Caltrans regarding ROW support services. 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 - 80% Complete

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

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

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

**Status:** Design Phase Underway - 71% Complete

**Summary:** This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from Alicia Parkway to El Toro Road. Major activities this quarter included providing responses to comments received from the 65 percent submittal and beginning meetings with the functional units for concurrence, continued coordination on the aesthetics concept plan, and the continued development of a plan to address potential impacts to Avenida De La Carlota and Southern California Edison power lines therein. Also held meetings with other utility agencies to determine the need, extent and schedules for third party relocations/protection. Due to extended ROW coordination, this project is marked “yellow” in the Capital Action Plan, signifying a delay of one to three months beyond the original schedule.

*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 - 61% Complete

**Summary:** This segment adds a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D), which will also provide bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. During the quarter, the westerly half of Avenida Pico Undercrossing bridge was completed and northbound traffic was routed onto the new bridge. The old easterly half of the Avenida Pico interchange was demolished and pile driving for the new easterly half of the bridge began. Construction of Avenida Pico retaining wall is in progress, and construction of the roadway section is ongoing. Construction is scheduled to be 100 percent complete in early 2018.

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

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

**Status:** Construction Underway - 91% Complete

**Summary:** This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also includes reconstructing on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014. During the quarter, Hot Mix Asphalt (HMA) paving work in southbound and northbound directions continued and will finish next quarter. Installation of irrigation systems for landscaping and connection to reclaimed water were completed. Additionally, construction of all sound walls and installation of soundsorb panels were completed. Construction is scheduled to be 100 percent complete in spring 2017.

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

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

**Status:** Construction Underway - 84% Complete

**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. During the quarter, construction on Retaining Wall 349 with the new soldier pile wall and the cast-in-place wall was completed. The southbound PCH/Camino Las Ramblas on-ramp was also paved and completed. Construction of the roadway section, including 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 scheduled to be 100 percent complete in spring 2018.



## Project D

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

### I-5 El Toro Road Interchange

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

**Status:** Environmental Phase Pending

**Summary:** Caltrans approved the Project Study Report/Project Development Support (PSR-PDS) on February 20, 2015, and the document is considered final and complete. The PSR-PDS includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and one alternate access point adjacent to the interchange. The project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin next quarter. The Cooperative Agreement for the Environmental Phase between OCTA and Caltrans was approved by the Board on October 10, 2016.

### I-5/ Ortega Highway Interchange

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

**Status:** PROJECT COMPLETE



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

## State Route 22 (SR-22) Project

## Project E

### SR-22 Access Improvements

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

**Status:** PROJECT COMPLETE



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



## State Route 55 (SR-55) Projects

### Project F

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

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

**Status:** Environmental Phase Underway - 87% Complete

**Summary:** This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. Caltrans has proposed a Modified Alternative 3 and staff presented the recommendation to the Board in July 2016. The Board directed staff to incorporate the modified alternative with an anticipated 12 to 18 month estimate to complete the Environmental Phase. The PDT has updated most technical studies and will be ready to re-circulate the draft environmental document next quarter. The project is ahead of the target schedule but is at risk of incurring some delay due to the current lapse of NEPA delegation to the State. The project is marked “red” in the Capital Action Plan, signifying a delay of more than three months. This project has been delayed by more than six years from its original schedule, due to differences in project determination between OCTA and Caltrans.

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

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

**Status:** Environmental Phase Underway - 1% Complete

**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 contract was executed to begin the Environmental Study Phase and complete the Project Report and Environmental Document. The Environmental Phase is anticipated to be complete in 2019.



## State Route 57 (SR-57) Projects

### Project G

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

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

**Status:** Conceptual Phase Complete, Further Schedule TBD

**Summary:** Caltrans previously completed a PSR/PDS document for the Lambert Road to Tonner Canyon Road segment, which will add a truck-climbing lane from Lambert Road to Tonner Canyon Road in the city of Brea. The segment will be cleared environmentally by 2020. Future work will be planned so that it coincides with related work by the Los Angeles Metropolitan Transportation Authority (Metro) across the county line. Funding for environmental phase for this project was proposed to be included in the 2016 STIP but was removed due to funding constraints. Staff will evaluate alternative funding sources.

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

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

**Status:** PROJECT COMPLETE



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

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

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

**Status:** PROJECT COMPLETE



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





*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 in the City of Anaheim with the addition of a new 3-mile general purpose lane, on and off-ramp improvements, and sound walls. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The project opened to traffic on November 19, 2014 and completed on April 21, 2015.

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

**Status:** Environmental Phase Underway - 1% Complete

**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 PDT updated design geometrics and consolidated feasible alternatives. 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, closeout activities continued, including developing the final construction estimate. Construction is 100 percent complete, as of June 23, 2016. Consultant-supplied construction management services ended on September 29, 2016. The general purpose lane was opened to traffic on March 7, 2016.



## Project I

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

**Status:** PROJECT COMPLETE



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

**Summary:** This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project was intended to relieve weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, closeout activities took place, including development of the preliminary final construction estimate. The bypass lane was open to traffic on May 14, 2016. Construction is 100 percent complete. Contract Acceptance was granted on October 31, 2016.

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

**Status:** Environmental Phase Underway - 27% Complete

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

**Summary:** This project will improve traffic flow and operations along SR-91 within the cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. This quarter, the consultant continued working on technical documents. M2 and federal funds would pay for the mainline freeway improvements and future funding would need to be identified for connector portions of the project. Due to Caltrans requiring extra work for the unfunded study, this project has been delayed by more than one year from its original schedule. The project is being re-baselined and the environmental phase is expected to be complete in early 2019.

## Project J

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

**Status:** PROJECT COMPLETE



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

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

*Continues on the next page...*

# 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 2016 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.

The initial toll policy and preliminary finance plan for the 405 Express Lanes was approved by the Board on May 23, 2016. The policy meets the Board's objective of allowing two-person carpools to use the express lanes for free for at least three years during most of the day. It strikes the right balance between offering drivers a guaranteed free-flowing commute, moving the most number of cars and people. Tolls will vary by hour, day of the week, direction of travel and distance traveled (with three intermediate access points).

On November 14, 2016, the Board approved the award of a Design-Build contract to OC 405 Partners for the design and construction of the Project. The Board also approved the Toll Operating Agreement between OCTA and Caltrans, which addresses all matters related to the design, construction, maintenance, and operation of the 405 Express Lanes.

On December 12, 2016, the Board approved the Cooperative Agreement between OCTA and the California Highway Patrol for the Construction Zone Enhanced Enforcement Program required during construction of the Project. Staff also provided the Board with an overview of liability for the cost of relocation of the 33" West Orange County Water Board (WOCWB) water line. The Board directed staff to continue to work cooperatively with the WOCWB and Caltrans in accordance with state and federal law to relocate the subject water line.

During the quarter, work continued on procurement of the Design-Build contract, ROW acquisition, utility coordination, and 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.

## Project L

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

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

**Status:** Environmental Phase Underway - 63% Complete

**Summary:** This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant continued working on technical studies and obtained approval on critical technical studies such as the Noise Study Report and the Noise Abatement Decision Report. The final Environmental Document is expected to be complete in July 2018.





## Interstate 605 (I-605) Project

### Project M

#### I-605/Katella Interchange Improvements

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

**Status:** Environmental Phase Underway - 8% Complete

**Summary:** This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The PSR/PDS was signed on May 11, 2015 by Caltrans 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. During the quarter, the project schedule was approved by the PDT and the consultant started working on technical studies. The final Environmental Document is anticipated to be completed in November 2018.

## Freeway Service Patrol

### Project N

#### Freeway Service Patrol

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

**Status:** Service Ongoing

**Summary:** M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,442 motorists, weekend service provided assistance to 778 motorists, and construction service provided assistance to 375 motorists. Since inception, M2 and construction-funded FSP has provided a total of 53,375 assists to motorists on the Orange County freeway system.



## Project O

### Regional Capacity Program

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

**Status:** 2017 Call for Projects in Development

**Summary:** This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. On August 8, 2016, the Board approved the release of the 2017 Call for Projects. This seventh Call for Projects will make approximately \$32 million available to fund additional road improvements throughout the County. Applications were due October 21, 2016. OCTA received 16 applications for a total of \$50.3 million in funding requests. Staff is currently reviewing applications and will provide final recommendations to the Board by June 2017. Since 2011, 122 projects totaling more than \$231 million have been awarded by the Board to date.

### OC Bridges Railroad Program

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

#### Kraemer Boulevard Grade Separation



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

**Status:** PROJECT COMPLETE

**Summary:** The project located at Kraemer Boulevard railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014 to commemorate the opening. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.

#### Lakeview Avenue Grade Separation

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

**Status:** Construction Underway - 85% Complete

**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



*Project O continued from previous page...*

reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014. Project activities this quarter continued to include street drainage facility work, irrigation, landscaping, parking lots restoration, retaining walls, barrier slabs, underground electrical conduits, lighting, signals, pile driving and forming abutments for Lakewood Avenue and Atwood Channel Bridges, precast girder fabrication and placement, and falsework placement. The deck for the new Lakeview Avenue bridge was poured and completed in late November 2016. Lakeview Avenue (north of Orangethorpe Avenue) was closed to traffic on February 25, 2015, and was reopened with the connector road in late July 2016. Lakeview Avenue (south of Orangethorpe Avenue) was closed to through traffic on March 13, 2015, and is expected to reopen in spring 2017. Local access to all businesses will continue to be maintained. Construction is expected to be 100 percent complete by summer 2017. Due to utility conflicts and design changes, completion has been delayed four months. As a result, this project is marked “red” in the Capital Action Plan, signifying a delay of more than three months beyond the original schedule.

### Orangethorpe Avenue Grade Separation

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

**Status:** PROJECT COMPLETE



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

### Placentia Avenue Grade Separation

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

**Status:** PROJECT COMPLETE



**Summary:** The project located at Placentia Avenue railroad crossing is grade separated and open to traffic. This project separated the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. An event was held on March 12, 2014, to commemorate the opening to traffic. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014, and the cities assumed full maintenance responsibilities. In December 2015, the one-year warranty period expired with no issues or repairs identified.

# Measure M2

## Progress Report STREETS & ROADS



*Project O continued from previous page...*

### Raymond Avenue Grade Separation

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

**Status:** Construction Underway - **75% Complete**

**Summary:** The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination and ROW support. Construction began on June 2, 2014. Activities this quarter continued to include pile driving for retaining wall and Valencia Drive bridge abutments and deck, placement of shoring for the retaining walls and pump station, storm drain, and mass excavation. Construction is expected to be 100 percent complete in mid-2018.

### State College Boulevard Grade Separation

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

**Status:** Construction Underway - **75% Complete**

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

### Tustin Avenue/ Rose Drive Grade Separation

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

**Status:** **PROJECT COMPLETE**



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





## Project P

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

### Regional Traffic Signal Synchronization Program (RTSSP)

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

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

On August 8, 2016, the Board approved the release of the 2017 RTSSP Call for Projects. This seventh Call for Projects will make approximately \$8 million available to fund additional local agency signal synchronization projects throughout the County.

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

## Project Q

### Local Fair Share Program

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

**Status:** Ongoing

**Summary:** This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$253 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See pages 45-46 for funding allocation by local agency.

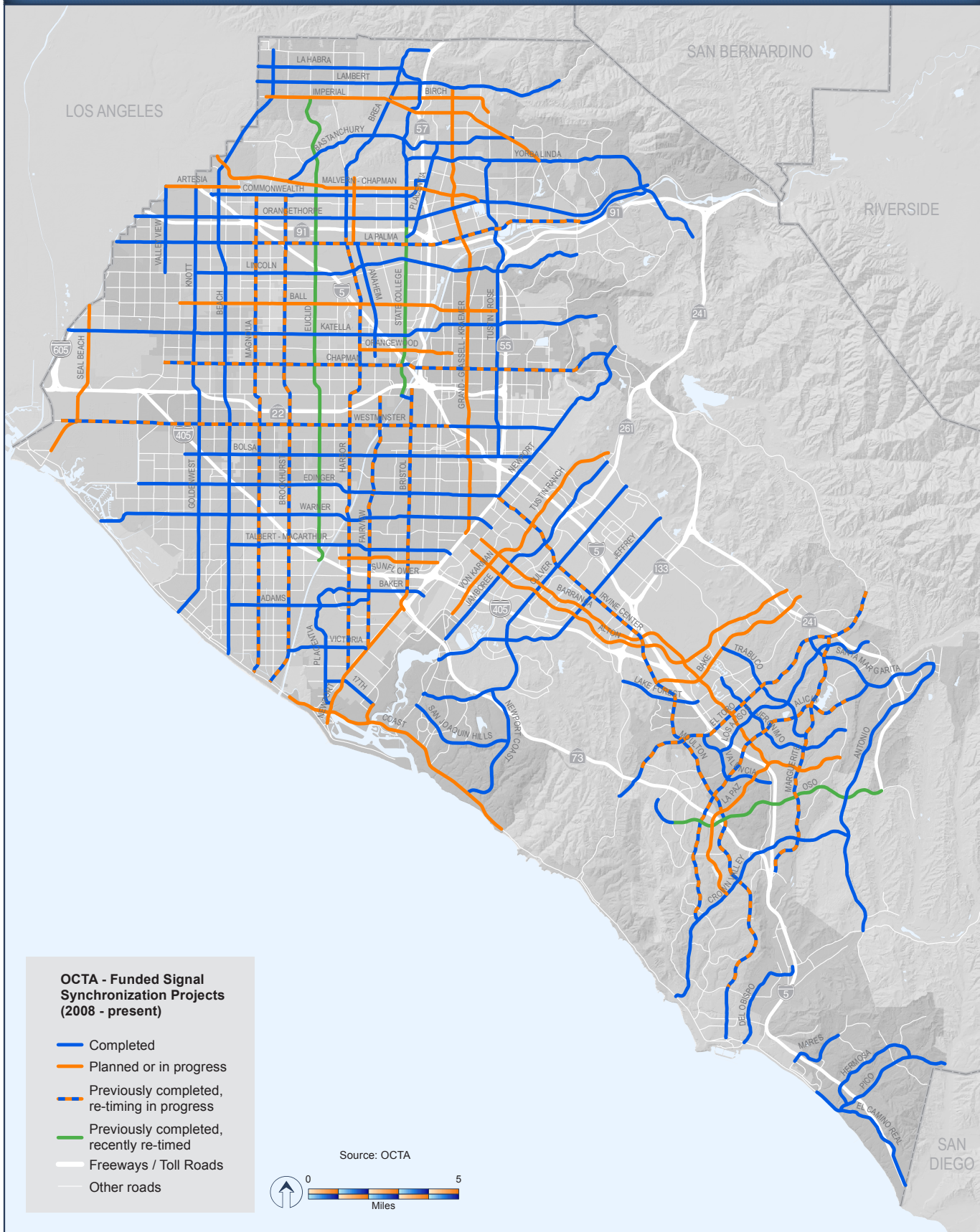
# Measure M2

## 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





## 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 December 2016 shows sustained ridership as a result of these schedule changes.

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. Staff continues to work with BNSF, RCTC, and Metro to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad rights of way. These discussions are 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, which is currently anticipated in spring 2017.



# 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**

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

#### **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 City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was proposed with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Notice to Proceed was issued in January 2016, 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. It is now anticipated that work will begin in January 2017. Construction is expected to take one year.

#### **Laguna Niguel/Mission Viejo Station - 31% Complete**

The Laguna Niguel/Mission Viejo station accessibility improvements project is currently in the construction phase. Improvements include new Americans with Disabilities Act (ADA)-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom. Initial demolition work has begun. The contractor has finished relocation of the sewer line and is continuing with shoring and excavation on the west side of the project in preparation for the future ADA ramp. Construction of the eastern ramp will begin in early 2017. Because various submittal requirements took longer than expected, staff is anticipating the project will be completed 1-3 months beyond the original schedule. As a result, this project is marked “yellow” in the Capital Action Plan. The project is expected to be complete in July 2017.

#### **Orange Parking Structure**

OCTA is the lead for the construction phase of this project. The City of Orange is the lead for the design phase. An Invitation for Bids (IFB) was released in July 2016, and a bid opening was held on September 20, 2016; however, the plans were deemed non-compliant with federal Buy America provisions and the procurement was cancelled. The project was re-bid in November 2016, and construction is expected to begin in spring 2017. Also in September

*Continues on the next page...*



# Measure M2

## Progress Report

### TRANSIT



*Project R continued from previous page...*

2016, the Board approved the selection of a construction management firm. Negotiations are in progress, and a signed contract is anticipated in February 2017. The completed project will be a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. This project is marked “red” in the Capital Action Plan, signifying a delay of more than three months. 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. During the quarter, OCTA revised the agreement with the engineer of record and revisions to the plans have begun. An RFP for construction management services was released in August 2016 and a selection was approved by the Board in December 2016. A contract for these services is expected to be in place in March 2017 so a constructability review can be done. The project is anticipated to begin construction in spring 2018 and is anticipated to be complete in fall 2019.

#### **San Clemente Pier Station Lighting - 30% Complete**

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. During the quarter, demolition and trenching were completed, as well as installation of new hand rails at the mini-high platform. Construction is anticipated to be complete in March 2017.

#### **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 completed the 90 percent design plans and continued working with various jurisdictions including the California Public Utilities Commission to analyze the at-grade crossing modifications. The overall project cost impacts are currently estimated at \$5.6 million above the original project budget of \$25.3 million, which was based on a preliminary design in 2013. The project cost increase was due to necessary changes to the specified retaining wall type, height, and length due to site constraints, removal of Control Point (CP) Avery, replacement of an existing 1940 wooden trestle bridge, and other adjustments to project support costs and construction cost escalations. Completion of the design phase is expected in 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.



*Project R continued from previous page...*

### **Tustin Parking Structure - 100% Complete**

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

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

### **Sand Canyon Grade Separation**

**Status:** PROJECT COMPLETE



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

**Summary:** The project located at Sand Canyon Avenue railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014, and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. The project is completed and construction acceptance was obtained from the City of Irvine on January 15, 2016. The project is in the one-year warranty period and no repairs have been identified to date. The project will be closed out in mid-January 2017.

## **Project S**

### **Transit Extensions to Metrolink**

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

# Measure M2

## Progress Report

### TRANSIT



*Project S continued from previous page...*

### OC Streetcar Project

**Status:** Design Phase Underway

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

During the quarter, 60 percent PS&E was completed. Property negotiations continued for the parcels required for the Maintenance and Storage Facility (MSF), and discussions on relocation assistance were held with the MSF residential and commercial tenants. Two RFPs were released, including a quality assurance manager as well as services for a public awareness campaign. Staff also continued working closely with the cities of Santa Ana and Garden Grove to review design plans, finalize utility relocation arrangements with utility companies, and continue preparations for entering the engineering phase. Approval for entry into the New Starts Engineering phase is anticipated next quarter in January 2017.

In October, staff received feedback from the Board on conceptual streetcar stop designs. Revised concepts with larger shade structures and additional seating accommodations were presented to and approved by the Board in November.

In December, the Board approved issuance of an RFP for a vehicle manufacturing and delivery contract after issues arose related to “piggybacking” (securing an assignment on another agency’s vehicle contract) and meeting FTA requirements for Buy America compliance. The Construction Manager also began work, and will be conducting a constructability review for the project.

### Bus and Station Van Extension Projects

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

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

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

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



*Project S continued from previous page...*

associated with Invensys Incorporated in the City of Lake Forest was cancelled at the request of the participant, and the funds have been returned to the program for use in future calls for projects. Service provided in the City of Anaheim carries approximately 90 passengers per day between the station and Anaheim Resort area.

## Project T

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

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

**Status:** PROJECT COMPLETE



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

## Project U

Project U expands mobility choices for seniors and persons with disabilities, and includes the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Since inception, a total of approximately \$43 million in Project U funding has been provided under M2.

### Senior Mobility Program (SMP)

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

**Status:** Ongoing

**Summary:** This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. Including this quarter and since inception of the program, more than \$14.03 million and 1,520,000 boardings and have been provided for seniors traveling to medical appointments, nutrition programs shopping destinations, and senior and community center activities. This quarter, more than \$442,200 was paid out to the 31 participating cities during the month of November\*.

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





*Project U continued from previous page...*

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

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

**Status:** Ongoing

**Summary:** This program provides one percent of net M2 revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than \$14.03 million and 526,000 SNEMT boardings have been provided. This quarter, more than \$467,000 in SNEMT funding was paid to the County of Orange during the month of November\*.

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

### Fare Stabilization Program

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

**Status:** Ongoing

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

Approximately \$879,284 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 3,358,645 program-related boardings were recorded on fixed route and ACCESS services. Since inception of the program, more than \$15.13 million and 76,000,000 program-related boardings have been provided.

## Project V

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

### Community Based Transit / Circulators

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

**Summary:** This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved the first round of funding for \$9.8 million to fund five funding proposals from the Cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and





*Project V continued from previous page...*

local community circulators that carry passengers between various shopping, medical, and transportation-related centers. Prior to the second Call for Projects, Project V Guidelines were revised in 2015, per Board direction, to encourage more local agency participation. On June 13, 2016 the Board approved \$26.7 million in Project V funds for 17 Capital and Operations grants and \$323,780 for seven planning grants. OCTA staff has completed agreements with the local agencies to implement these projects. Services for the Cities of Westminster, Mission Viejo and San Clemente started in October 2016. OCTA staff will continue to monitor these services to ensure the performance standards are met and will provide reports to the Board on a regular basis.

## Project W

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

### Safe Transit Stops

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

**Summary:** This project provides funding for passenger amenities at the 100 busiest transit stops across the County, determined by average daily weekday passenger boardings. Stop improvements will be designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board determined that 80 percent of available Project W funding (\$4.47 million) would be designated for supporting city-initiated projects, and the remaining 20 percent (\$1.12 million) would be directed towards the development and implementation of regional, customer-facing technologies that benefit the 100 busiest stops. On 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 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 regular fixed route and college pass purchases next quarter, and then to include reduced fare purchases (for Seniors and Persons with Disabilities) early next year.



## Project X

### Environmental Cleanup

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

**Status:** Ongoing

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been six rounds of funding under the Tier 1 grants program. A total of 138 projects, amounting to nearly \$17 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. The seventh Tier 1 Call for Projects is anticipated to be released in early 2017, providing approximately \$3.1 million.

With approximately \$10 million in Tier 2 funding remaining, staff continues to work with the ECAC and the County of Orange to recommend the appropriate timing of a third Tier 2 Call for Projects.

## Part of Projects A-M

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

### Freeway Mitigation Program

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

**Summary:** The Freeway Mitigation Program provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of Projects A-M. The program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 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

# Measure M2

## Progress Report

### ENVIRONMENTAL



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

of approximately \$55 million.

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

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

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

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



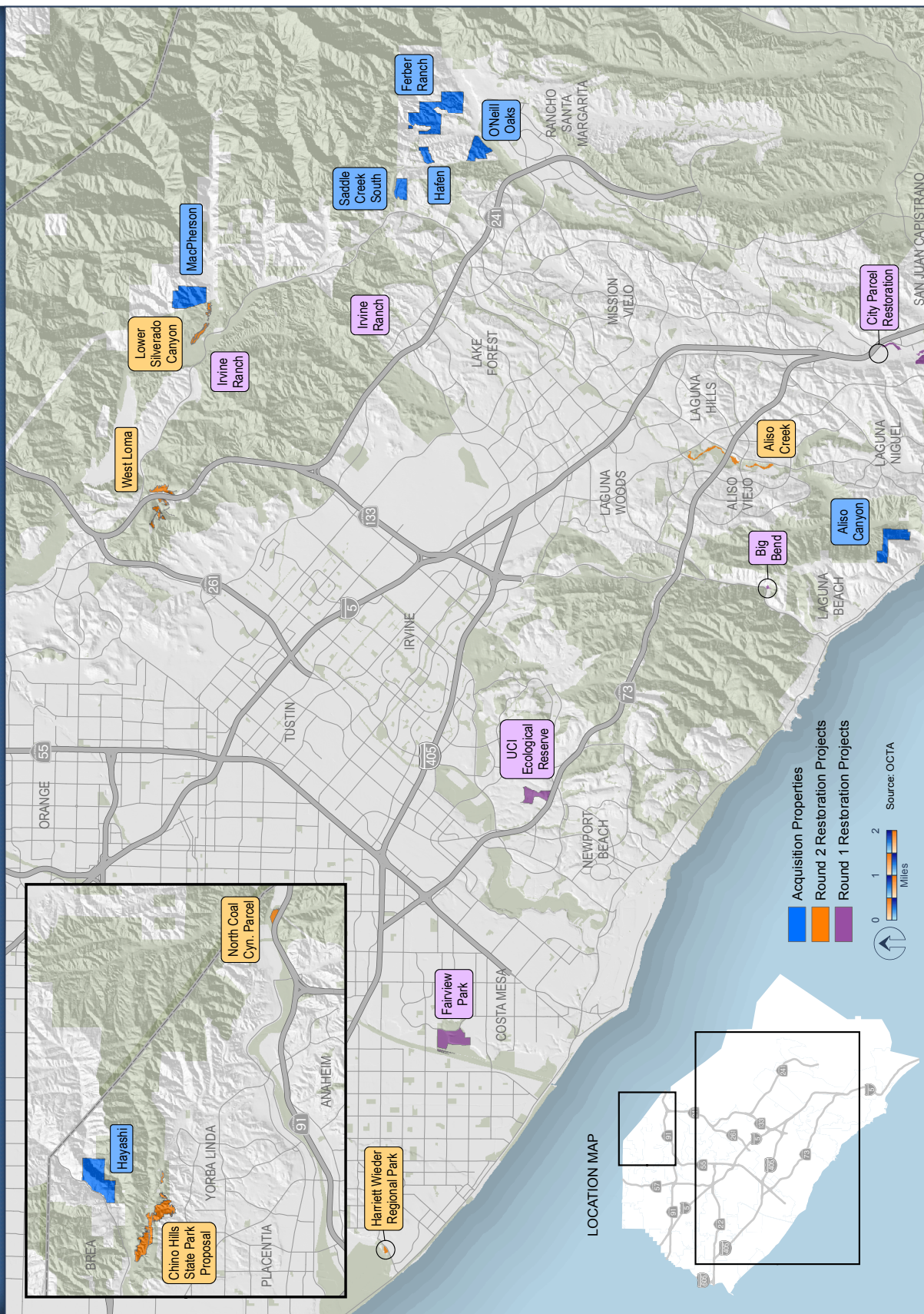
# Measure M2

## Progress Report

### ENVIRONMENTAL



## Acquisition Properties and Funded Restoration Projects





*PMO Continued from previous page...*

## Program Management Office

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

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

### **Next 10 Delivery Plan**

On November 14, 2016, the Board of Directors adopted the Next 10 Delivery Plan providing staff guidance on delivery of M2 projects and programs between 2017 and 2026. Due to reduced state and federal funding and lower-than-anticipated sales tax revenues, the freeway program identified in the M2020 plan was underfunded, and therefore not deliverable based on current assumptions. Cash flows for M2 projects and programs were run to determine what can be accomplished between 2017 and 2026, based on financial constraints. Next 10 is a comprehensive plan that was developed to ensure that the promises made in the entire Measure M2 Investment Plan can continue to be delivered despite changing economic impacts and revenue shortfalls. The Next 10 Plan takes into account the revised sales tax revenue forecast (supplemented with external revenue – Federal, State and local dollars), updated project cost and schedules, and outlines key M2 project and program milestones to be delivered in the next 10 years. During the Next 10 time period, more than \$6 billion in transportation improvements promised to the voters in M2 are to be completed or underway by 2026.

### **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, 2016 for information, and were presented to the Board on August 8, 2016 for approval. Overall, the FY 2012-13 through FY 2014-15 assessment commends OCTA's commitment to the effective and efficient management and delivery of the M2 Program. While there were no significant findings, recommendations for improvements were made. A total of 9 recommendations were identified and over the next 12 months staff will make improvements to address recommendations as presented to the Board in August.

### **M2 Awareness and Signage**

M2 Signage Guidelines are being developed in response to Performance Assessment findings regarding M2 awareness and public perception. These uniform guidelines will document signage procedures to follow for each of the M2 programs (Freeway, Streets & Roads, Transit, and Environmental projects) and will be designed to create a common brand across all modes. During the quarter, the PMO met with key staff and stakeholders to refine the draft design concepts. Final templates will be selected next quarter, with the final version of the signage guidelines anticipated to be complete in June

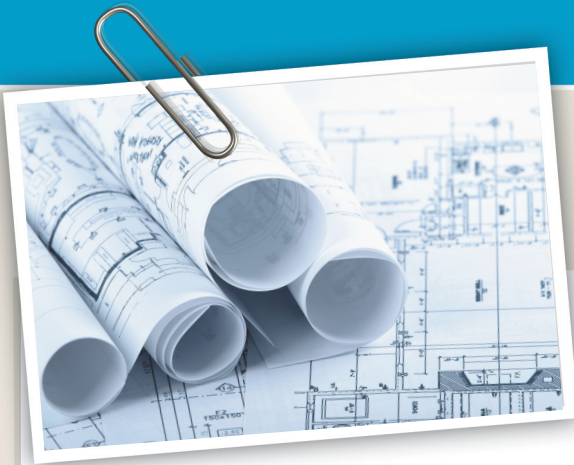
*Continues on the next page...*



# Measure M2

## Progress Report

### PROGRAM MGMT



*PMO continued from previous page...*

2017.

#### **M2 Administrative Cost Safeguards**

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently projected to be 41.7 percent) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to apply the allocation of state planning funds to areas that are subject to the one percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured. Over the last few years, OCTA has experienced underruns in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of December 2016, the outstanding balance was \$2.3 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on October 19, 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 January 18, 2017, to conduct this quarterly review.

#### **Taxpayer Oversight Committee**

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

# Measure M2

## Progress Report

### PROGRAM MGMT



and experience by the Orange County Grand Jurors Association, and are selected from the qualified pool by lottery. The TOC meets every other month. The TOC upholds the integrity of the measure by monitoring the use of Measure M funds and ensuring that all revenue collected from Measure M is spent on voter-approved transportation projects. The responsibilities of the 11-member Measure M TOC are to:

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

The TOC met on October 11, 2016, to hear presentations on and discuss the Measure M Next 10 Delivery Plan, an overview of Comprehensive Transportation Funding Programs, and updates on Measure M sales tax revenue forecasts and the OC Bridges projects. The December 13, 2016, TOC meeting was cancelled.

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



## M2 Financing

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

### Revenue Forecast and Collection

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

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

### Current Forecast

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

Final sales tax receipts through the first quarter of fiscal year 2016-17 (September 30, 2016) were received in December 2016, and reflected a growth in sales tax revenue of 2.21 percent over the same period of the prior fiscal year. The growth, while positive, is less than the budgeted sales tax growth rate of 4.4 percent for fiscal year 2016-17. Staff will continue to closely monitor sales tax receipts. At this time, no changes are required to the budget.

# Measure M2

Progress Report

PROGRAM MGMT



This Page Intentionally  
Left Blank



# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 1

#### Measure M2

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

#### as of December 31, 2016

#### (Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2016	Year to Date Dec 31, 2016 (A)	Period from Inception to Dec 31, 2016 (B)
<b>Revenues:</b>			
Sales taxes	\$ 81,565	\$ 159,401	\$ 1,609,710
Other agencies' share of Measure M2 costs:			
Project related	11,746	27,229	503,424
Non-project related	-	15	454
Interest:			
Operating:			
Project related	-	-	2
Non-project related	1,787	3,418	20,500
Bond proceeds	-	3,243	39,240
Debt service	8	14	90
Commercial paper	-	-	393
Right-of-way leases	30	89	903
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	<u>95,136</u>	<u>193,409</u>	<u>2,175,086</u>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	886	1,780	17,668
Professional services:			
Project related	8,430	10,879	283,728
Non-project related	499	700	15,743
Administration costs:			
Project related	2,132	4,267	48,807
Non-project related :			
Salaries and Benefits	591	1,183	18,623
Other	1,170	2,340	28,978
Other:			
Project related	45	64	1,742
Non-project related	16	20	3,820
Payments to local agencies:			
Project related	28,801	47,957	655,853
Capital outlay:			
Project related	8,851	15,794	562,287
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	27,085
Interest on long-term debt and commercial paper	6	10,671	126,208
Total expenditures	<u>51,427</u>	<u>95,655</u>	<u>1,790,573</u>
Excess (deficiency) of revenues over (under) expenditures	<u>43,709</u>	<u>97,754</u>	<u>384,513</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(963)	(1,665)	(24,324)
Non-project related	-	-	-
Transfers in:			
Project related	-	493	76,037
Non-project related	-	(493)	5,444
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(963)</u>	<u>(1,665)</u>	<u>415,750</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 42,746</u>	<u>\$ 96,089</u>	<u>\$ 800,263</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 2

#### Measure M2 Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service) as of December 31, 2016 (Unaudited)

(\$ in thousands)	Quarter Ended Dec 31, 2016 (actual)	Year to Date Dec 31, 2016 (actual) (C.1)	Period from Inception through Dec 31, 2016 (actual) (D.1)	Period from January 1, 2017 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 81,565	\$ 159,401	\$ 1,609,710	\$ 12,558,021	\$ 14,167,731
Operating interest	1,787	3,418	20,500	206,009	226,509
Subtotal	<u>83,352</u>	<u>162,819</u>	<u>1,630,210</u>	<u>12,764,030</u>	<u>14,394,240</u>
Other agencies share of M2 costs	-	15	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	<u>83,352</u>	<u>162,834</u>	<u>1,630,764</u>	<u>12,764,030</u>	<u>14,394,794</u>
<b>Administrative expenditures:</b>					
SBOE fees	886	1,780	17,668	188,446	206,114
Professional services	499	700	11,967	86,053	98,020
Administration costs :					
Salaries and Benefits	591	1,183	18,623	125,560	144,183
Other	1,170	2,340	28,978	216,715	245,693
Other	16	20	3,820	21,654	25,474
Capital outlay	-	-	31	-	31
Environmental cleanup	3,092	6,681	24,831	251,120	275,951
Total expenditures	<u>6,254</u>	<u>12,704</u>	<u>105,918</u>	<u>889,548</u>	<u>995,466</u>
Net revenues	<u>\$ 77,098</u>	<u>\$ 150,130</u>	<u>\$ 1,524,846</u>	<u>\$ 11,874,482</u>	<u>\$ 13,399,328</u>
		(C.2)	(D.2)	(E.2)	(F.2)
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	-	3,243	39,240	6,405	45,645
Interest revenue from debt service funds	8	14	90	3,889	3,979
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>8</u>	<u>3,257</u>	<u>398,316</u>	<u>1,460,294</u>	<u>1,858,610</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,776	12,340	16,116
Bond debt principal	-	-	27,085	1,771,748	1,798,833
Bond debt and other interest expense	6	10,671	126,208	888,611	1,014,819
Total financing expenditures and uses	<u>6</u>	<u>10,671</u>	<u>157,069</u>	<u>2,672,699</u>	<u>2,829,768</u>
Net bond revenues (debt service)	<u>\$ 2</u>	<u>\$ (7,414)</u>	<u>\$ 241,247</u>	<u>\$ (1,212,405)</u>	<u>\$ (971,158)</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

Schedule 3

Project	Description	Net Revenues through Dec 31, 2016	Total Net Revenues
	(G)	(H)	(I)
<i>(\$ in thousands)</i>			
<b>Freeways (43% of Net Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 60,101	\$ 528,135
B	I-5 Santa Ana/SR-55 to El Toro	38,389	337,333
C	I-5 San Diego/South of El Toro	80,179	704,556
D	I-5 Santa Ana/San Diego Interchange Upgrades	32,992	289,913
E	SR-22 Garden Grove Freeway Access Improvements	15,345	134,843
F	SR-55 Costa Mesa Freeway Improvements	46,803	411,272
G	SR-57 Orange Freeway Improvements	33,082	290,700
H	SR-91 Improvements from I-5 to SR-57	17,903	157,317
I	SR-91 Improvements from SR-57 to SR-55	53,261	468,019
J	SR-91 Improvements from SR-55 to County Line	45,038	395,765
K	I-405 Improvements between I-605 to SR-55	137,186	1,205,499
L	I-405 Improvements between SR-55 to I-5	40,882	359,245
M	I-605 Freeway Access Improvements	2,558	22,474
N	All Freeway Service Patrol	19,181	168,554
	Freeway Mitigation	32,784	288,086
	Subtotal Projects	655,684	5,761,711
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Freeways</b>	<b>\$ 655,684</b>	<b>\$ 5,761,711</b>
	%		
<b>Street and Roads Projects (32% of Net Revenues)</b>			
O	Regional Capacity Program	\$ 152,487	\$ 1,339,950
P	Regional Traffic Signal Synchronization Program	60,992	535,956
Q	Local Fair Share Program	274,472	2,411,879
	Subtotal Projects	487,951	4,287,785
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Street and Roads Projects</b>	<b>\$ 487,951</b>	<b>\$ 4,287,785</b>
	%		

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

Schedule 3

Expenditures through Dec 31, 2016 (J)	Reimbursements through Dec 31, 2016 (K)	Net M2 Cost (L)
\$ 5,190	\$ 937	\$ 4,253
4,982	2,191	2,791
92,028	33,888	58,140
1,786	527	1,259
4	-	4
7,737	23	7,714
45,103	10,281	34,822
32,733	809	31,924
17,040	1,902	15,138
6,938	5,294	1,644
58,882	3,267	55,615
6,159	3,669	2,490
760	16	744
243	-	243
46,856	1,688	45,168
326,441	64,492	261,949
33,040	-	33,040
\$ 359,481	\$ 64,492	\$ 294,989
		27.8%
\$ 627,149	\$ 353,759	\$ 273,390
25,721	3,629	22,092
253,872	77	253,795
906,742	357,465	549,277
36,698	-	36,698
\$ 943,440	\$ 357,465	\$ 585,975
		55.2%

Continues on following page...



# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

Schedule 3

Project	Description	Revenues through Dec 31, 2016	Total Revenues
	(G)	(H.1)	(I.1)
	(\$ in thousands)		
<b>Transit Projects (25% of Net Revenues)</b>			
R	High Frequency Metrolink Service	\$ 139,492	\$ 1,336,384
S	Transit Extensions to Metrolink	134,609	1,182,850
T	Metrolink Gateways	26,149	68,487
U	Expand Mobility Choices for Seniors and Persons with Disabilities	47,107	464,624
V	Community Based Transit/Circulators	30,489	267,916
W	Safe Transit Stops	3,365	29,571
	Subtotal Projects	381,211	3,349,832
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Transit Projects</b>	<b>\$ 381,211</b>	<b>\$ 3,349,832</b>
	%		
	<b>Measure M2 Program</b>	<b>\$ 1,524,846</b>	<b>\$ 13,399,328</b>
<b>Environmental Cleanup (2% of Revenues)</b>			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 32,604	\$ 287,885
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 32,604</b>	<b>\$ 287,885</b>
	%		
<b>Taxpayer Safeguards and Audits</b>			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 24,146	\$ 212,516
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 16,302	\$ 143,942
	%		



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

Schedule 3

Expenditures through Dec 31, 2016 (J)	Reimbursements through Dec 31, 2016 (K)	Net M2 Cost (L)
\$ 162,505	\$ 95,083	\$ 67,422
12,189	2,103	10,086
98,213	60,956	37,257
43,235	88	43,147
2,387	131	2,256
198	26	172
<u>318,727</u>	<u>158,387</u>	<u>160,340</u>
<u>20,523</u>	<u>-</u>	<u>20,523</u>
<u>\$ 339,250</u>	<u>\$ 158,387</u>	<u>\$ 180,863</u>
		17.0%
<u><u>\$ 1,642,171</u></u>	<u><u>\$ 580,344</u></u>	<u><u>\$ 1,061,827</u></u>
<u>\$ 24,831</u>	<u>\$ 292</u>	<u>\$ 24,539</u>
<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 24,831</u>	<u>\$ 292</u>	<u>\$ 24,539</u>
		1.5%
<u>\$ 17,668</u>	<u>\$ -</u>	<u>\$ 17,668</u>
		1.1%
<u>\$ 18,623</u>	<u>\$ 2,321</u>	<u>\$ 16,302</u>
		1.0%

# Measure M2

## Progress Report LOCAL FAIR SHARE



### M2 FUNDS

ENTITY	2nd Quarter FY 2016/17	FUNDS TO DATE
ALISO VIEJO	\$104,110.88	\$3,153,386.43
ANAHEIM	\$912,839.83	\$27,251,846.56
BREA	\$148,771.89	\$4,579,760.41
BUENA PARK	\$241,195.86	\$7,391,720.66
COSTA MESA	\$384,459.51	\$11,478,340.33
CYPRESS	\$139,051.92	\$4,279,073.07
DANA POINT	\$84,563.06	\$2,611,346.68
FOUNTAIN VALLEY	\$162,802.89	\$4,998,631.21
FULLERTON	\$343,686.81	\$10,386,654.07
GARDEN GROVE	\$390,504.51	\$11,890,617.71
HUNTINGTON BEACH	\$506,908.38	\$15,502,166.30
IRVINE	\$725,857.24	\$20,913,482.83
LAGUNA BEACH	\$67,471.58	\$2,026,491.99
LAGUNA HILLS	\$89,100.07	\$2,725,736.45
LAGUNA NIGUEL	\$176,997.94	\$5,361,959.80
LAGUNA WOODS	\$32,978.73	\$1,028,983.21
LA HABRA	\$137,973.99	\$4,235,240.62
LAKE FOREST	\$210,934.08	\$6,237,431.38

# Measure M2

## Progress Report

### LOCAL FAIR SHARE



#### M2 FUNDS

ENTITY	2nd Quarter FY 2016/17	FUNDS TO DATE
LA PALMA	\$44,131.20	\$1,398,562.25
LOS ALAMITOS	\$34,259.21	\$1,033,554.12
MISSION VIEJO	\$246,955.14	\$7,493,818.07
NEWPORT BEACH	\$287,984.85	\$8,759,327.86
ORANGE	\$437,733.92	\$13,094,158.80
PLACENTIA	\$124,866.84	\$3,782,258.00
RANCHO SANTA MARGARITA	\$110,566.64	\$3,389,081.82
SAN CLEMENTE	\$147,596.08	\$4,429,171.56
SAN JUAN CAPISTRANO	\$99,712.72	\$3,039,843.26
SANTA ANA	\$737,451.67	\$22,096,223.55
SEAL BEACH	\$64,926.59	\$2,054,505.21
STANTON	\$79,156.44	\$2,406,837.30
TUSTIN	\$241,141.97	\$7,071,638.30
VILLA PARK	\$13,711.17	\$416,021.17
WESTMINSTER	\$225,326.11	\$6,810,909.81
YORBA LINDA	\$157,784.29	\$4,778,712.64
COUNTY UNINCORPORATED	\$494,073.12	\$14,564,775.92
<b>TOTAL M2 FUNDS</b>	<b>\$8,407,587.13</b>	<b>\$252,672,269.35</b>



# 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
<b>FREEWAY PROJECTS</b>					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$89.6	<b>Jun-09</b>	<b>Oct-11</b>	<b>Oct-13</b>	<b>Aug-18</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.1	<b>Jun-09</b>	<b>Oct-11</b>	<b>May-13</b>	<b>Mar-17</b>
I-5, PCH to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$71.0	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	<b>Apr-18</b>
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$80.3	<b>Sep-05</b>	<b>Jun-09</b>	<b>Dec-11</b>	<b>Jan-16</b>
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	<b>Oct-14</b>	<b>Sep-16</b>
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	<b>Oct-11</b>	<b>May-14</b>	<b>Jan-18</b>	<b>Sep-22</b>
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	<b>Oct-11</b>	<b>May-14</b>	<b>Jun-17</b>	<b>Aug-22</b>
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	\$133.6	<b>Oct-11</b>	<b>May-14</b>	<b>Jun-18</b>	<b>Dec-22</b>
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Apr-17	Mar-20	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Aug-18	TBD	TBD
Project B	TBD	<b>May-14</b>	<b>Aug-18</b>	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	\$37.1	<b>Jun-11</b>	<b>Apr-15</b>	<b>May-17</b>	<b>Apr-20</b>

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

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	<b>May-11</b>	Sep-17	Mar-20	May-25
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	<b>Dec-16</b>	Jun-19	TBD	TBD
SR-57 (NB), Orangewood to Katella	TBD	Apr-16	Dec-18	TBD	TBD
Project G	TBD	<b>Apr-16</b>	Dec-18	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.5	<b>Apr-08</b>	<b>Nov-09</b>	<b>Dec-10</b>	<b>Apr-15</b>
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	<b>Jul-10</b>	Aug-18
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$52.4	<b>Aug-05</b>	<b>Dec-07</b>	<b>Jul-09</b>	<b>Nov-14</b>
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.8	<b>Aug-05</b>	<b>Dec-07</b>	<b>Jul-09</b>	<b>May-14</b>
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Mar-17	Sep-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	\$59.4	<b>Jul-07</b>	Jun-10	<b>Apr-12</b>	<b>Jun-16</b>
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	<b>Aug-16</b>	May-18

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

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	<b>Jan-15</b>	May-19	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$43.8	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	<b>Jul-16</b>
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$79.6	<b>Jul-07</b>	<b>Apr-09</b>	<b>Aug-10</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	<b>Feb-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Dec-07</b>	<b>Dec-08</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD
Project L	TBD	<b>Dec-14</b>	Jul-18	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-13	Nov-15	Apr-23
Project K	\$1,900.0	<b>Mar-09</b>	<b>May-15</b>	<b>Nov-15</b>	<b>Apr-23</b>
I-605, I-605/Katella Interchange (Draft)	TBD	Aug-16	Nov-18	TBD	TBD
Project M	TBD	<b>Aug-16</b>	Nov-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$61.7	N/A	<b>Sep-03</b>	<b>Jul-10</b>	<b>Jan-16</b>
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$124.8	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	<b>Aug-18</b>
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$97.0	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	<b>May-18</b>

# 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
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$64.4	<b>Jan-01</b>	<b>May-01</b>	<b>Jun-10</b>	<b>Dec-14</b>
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.5	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-10</b>	<b>Dec-14</b>
Orangethorpe Blvd. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$108.6	<b>Jan-01</b>	<b>Sep-09</b>	<b>Oct-11</b>	<b>Oct-16</b>
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$98.3	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-11</b>	<b>Oct-16</b>
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$107.4	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jan-13</b>	Jul-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	<b>Oct-14</b>	Jun-17	TBD	TBD
<b>RAIL AND STATION PROJECTS</b>					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.0	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
	\$30.8	<b>Aug-11</b>	<b>Mar-14</b>	Apr-17	Dec-19
OC Streetcar	TBD	Aug-09	Mar-12	Sep-17	Apr-20
Project S	\$306.4	<b>Aug-09</b>	<b>Mar-15</b>	Sep-17	Apr-20
Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	May-07	Jan-11	TBD
Project R	\$34.8	<b>Jan-03</b>	<b>May-07</b>	<b>Feb-11</b>	Oct-19

\*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
Anaheim Canyon Station	TBD	Jan-16	Dec-16	TBD	TBD
	\$21.0	<b>Jan-16</b>	Feb-17	Mar-19	Nov-20
Orange Station Parking Expansion	\$33.2	Dec-09	Dec-12	Apr-13	Jun-18
	\$33.2	<b>Dec-09</b>	<b>May-16</b>	<b>Apr-16</b>	Oct-18
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Mar-17
	\$4.0	N/A	N/A	<b>Dec-13</b>	Jan-18
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Apr-17
	\$4.9	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jul-15</b>	Jul-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$230.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>May-12</b>	<b>Dec-14</b>

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

LOS ANGELES

SAN BERNARDINO

# ORANGE COUNTY

*California*

RIVERSIDE

SAN DIEGO

