



# Measure M2 Progress Report and Ten-Year Review

# Promises Made, Promises Kept (M1)



- Delivered over \$4 billion of improvements
- Leveraged over \$1.2 billion in external funding
- Accelerated M1 delivery with bonding
- Realized cost savings
- Provided mobility sooner

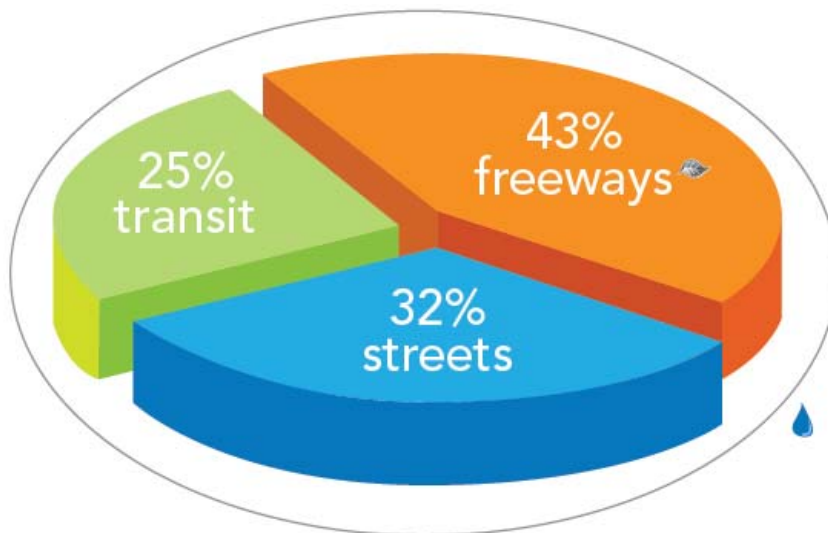
# Measure M Success Derived From



- Measure M1 track record
- Strong technical base
- Local officials buy-in
- Stakeholders buy-in
- Public support
- Strong safeguards



# M2: Passed By Nearly 70%



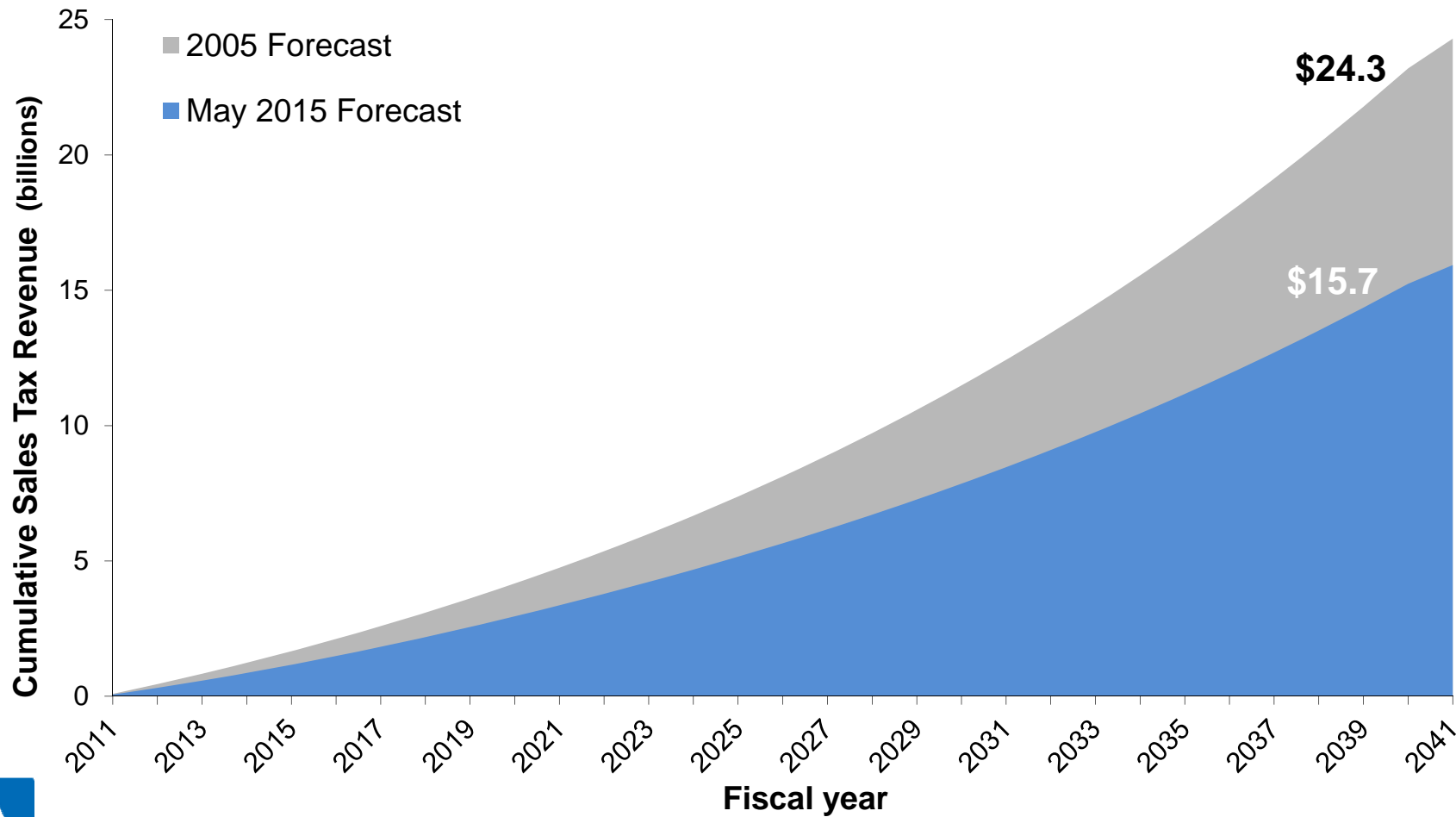
A total of 5% of M2 Freeway Program funds is allocated to the Freeway Environmental Mitigation Program

A total of 2% of the overall M2 Program funds is allocated to the Environmental Cleanup Program

MEASURE M M2 Projects and Programs		
<b>Freeway Projects</b>		
I-5	Santa Ana Freeway Interchange Improvements	A
I-5	Santa Ana/San Diego Freeway Improvements	B C D
SR-22	Garden Grove Freeway Access Improvements	E
SR-55	Costa Mesa Freeway Improvements	F
SR-57	Orange Freeway Improvements	G
SR-91	Riverside Freeway Improvements	H I J
I-405	San Diego Freeway Improvements	K L
I-605	Freeway Access Improvements	M
All	Freeway Service Patrol	N
<b>Streets &amp; Roads Projects</b>		
	Regional Capacity Program	O
	Regional Traffic Signal Synchronization Program	P
	Local Fair Share Program	Q
<b>Transit Projects</b>		
	High Frequency Metrolink Service	R
	Transit Extensions to Metrolink	S
	Metrolink Gateways	T
	Expand Mobility Choices for Seniors and Persons with Disabilities	U
	Community Based Transit/Circulators	V
	Safe Transit Stops	W
<b>Environmental Cleanup</b>		
	Clean Up Highway and Street Runoff that Pollutes Beaches	X
<b>Taxpayer Safeguards and Audits</b>		
	Collect Sales Taxes (State charges required by law)	
	Oversight and Annual Audits	



# Sales Tax Forecast

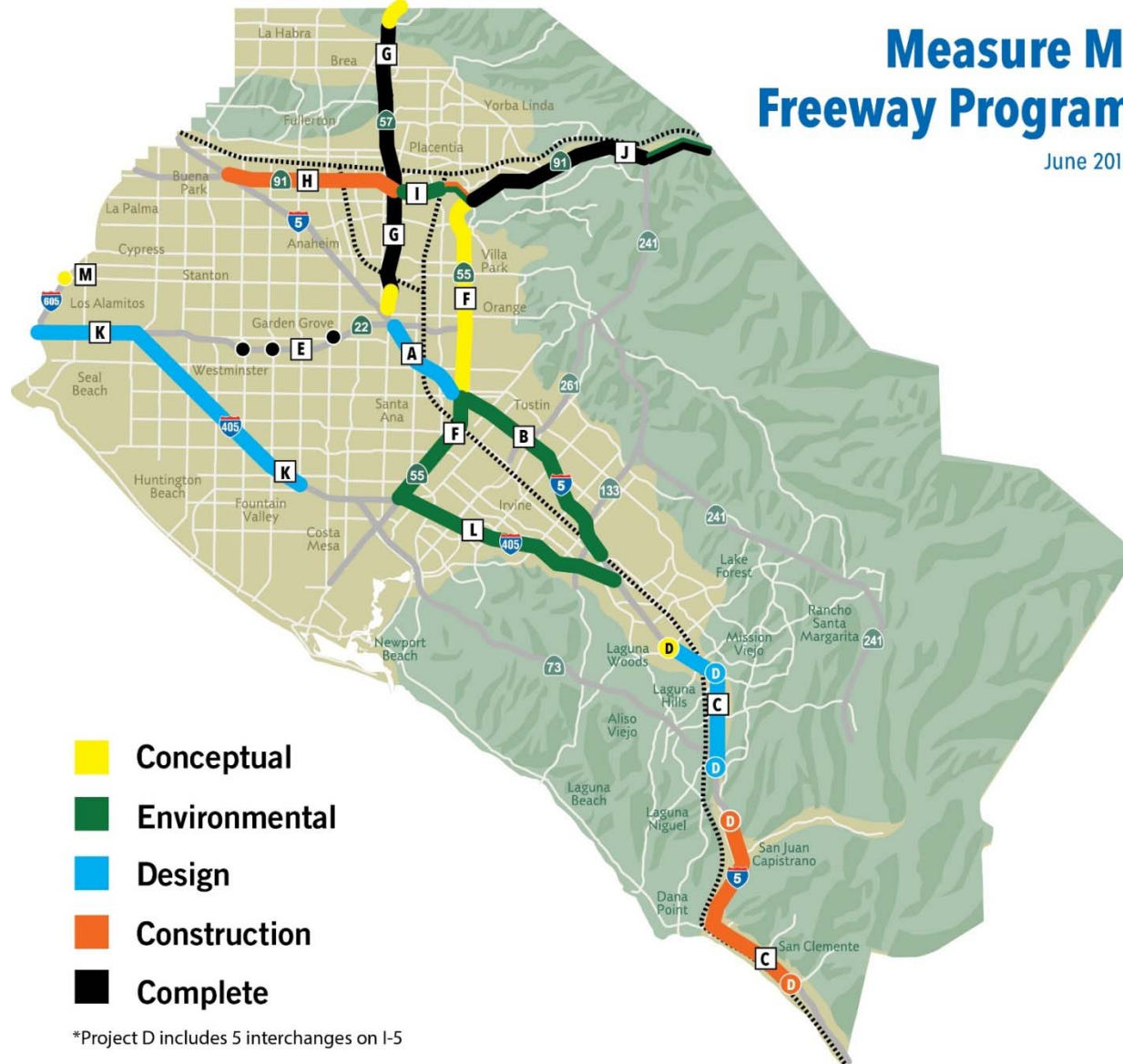


# Freeways



## Measure M Freeway Program

June 2015



# Streets & Roads



- \$185 million provided to local jurisdictions in flexible funding to help maintain and restore aging street systems
- \$249 million in competitive funding allocated to 103 project phases through the regional capacity program and 69 projects through the traffic signal synch program
  - 1,413 traffic signals synched to date throughout OC
- \$139 million allocated to seven grade separation projects (two complete)



# Transit



- 52 rail-highway grade crossings enhanced for safety
- Ten intracounty Metrolink trains added along with train station improvements
- \$31 million in funding provided for services to support seniors and persons with disabilities
- 50 of the top 100 busiest bus stops have improvements underway
- \$9.8 million to fund local community based circulators
- OC's first streetcar project moving into the design phase with construction slated for 2017

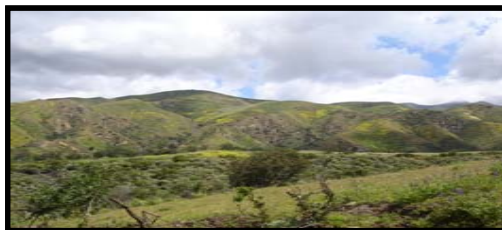




# Environmental Programs



- Freeway Environmental Mitigation Program:
  - Purchased 1,300 acres of open space (\$35 m)
  - Established 11 habitat restoration projects (\$10.5 m)
- Environmental Cleanup Program (Project X):
  - Funding for local water quality and regional water quality improvement projects throughout OC
  - 126 projects; over \$38 million awarded
  - Resulted in 213 million gallons of water saved and nearly 500,000 cubic feet of trash removed



# M2 Ordinance No. 3 – Section 11



## TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

*At least every ten years the Authority shall conduct a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and may revise the Plan to improve its performance.*

# M2 Ten-Year Review



## Situation Analysis

- Research and identify external policy changes and review of land use, travel, and growth projections

## Financial Analysis

- Evaluate the financial capacity of the sales tax revenue and identify changes to project cost estimates

## Delivery Analysis

- Review of potential issues and constraints and progress of OCTA and jurisdictions in implementing the M2 Plan

## Public Input Analysis

- Assess public and stakeholder support for the M2 Plan

## Conclusions



# Situation Analysis



## What affects Orange County's transportation system?

- Federal legislation  
e.g. ARRA, MAP-21, Rail Safety Improvement Act
- State legislation  
e.g. Proposition 1B, AB 32, SB 375, SB 743, and Complete Streets Act
- Policy, regulatory, and interest changes  
e.g. DD-43, Active Transportation
- Changes in land use, travel and growth patterns



# Financial Analysis



- Freeway Program
  - Low interest cost
  - Competitive construction market
  - External funding opportunities
  - Future cost escalation risks
- Streets and Roads
  - Funding levels = Revenue collected
- Transit
  - Two programs at risk
  - Overall category has adequate funding
  - Need to balance funds within the transit programs
- Environmental Programs
  - Funding levels = Revenue collected

# Project Constraints



- Financial Constraints
  - Impacts of the 2008 Great Recession
- Regulatory Constraints
  - New state and federal requirements
- Resource Constraints
  - Limited manpower for oversight and requirements
- Physical Constraints
  - Limited right-of-way and capacity

# Project Delivery / Progress Analysis



- M2 is in year five of a 30-year program
- Every project and program within M2 is underway
- More than:
  - \$900 million\* has been allocated to improving freeways with every project moving forward in project delivery
  - \$1 billion\* invested in streets and roads projects
  - \$900\* million allocated for transit projects
  - \$55 million has been allocated for the Freeway Mitigation Program
  - \$38 million allocated for the Environmental Cleanup Program



\* Includes external funding

# Public Priority Analysis



- M2 Plan has strong community and stakeholder support
- Transportation network should include a variety of alternatives
- Emerging technologies should be considered
- Fulfilling voter commitment is essential



# Conclusion



The Ten-Year Review Analysis Concluded That With Regard to M2 as Approved by the Voters...

- Situational Analysis – no major changes needed
- Financial Analysis – plan is deliverable with an adjustment in the transit category
- Project Delivery Analysis – substantial progress has been made in delivery
- Public Priority Analysis – M2 Plan continues to have strong public support and the commitment to the voters is essential to success

# Proposed Amendment



Staff Recommends amending the Transit category with the following actions:

- Intent of Project T has been fulfilled - \$219 M balance remains
- Transfer \$69 M from Project T to Project U
- Move remaining amount in Project T (\$150 M) to Project R
- Initiate the amendment process of the M2 Transportation Investment Plan

While Project T has a capital investment emphasis and Project U - operations, and Project R – a mix of capital and operations, the Ordinance allows movement of funding within a category.

# Next Steps



Process	Date
OCTA Board receives Ten-Year Review Report	October 12, 2015
Taxpayer Oversight Committee reviews Ten-Year Review Report	October 13, 2015
OCTA Board considers amendment and sets a public hearing date for December 14, 2015	October 26, 2015
Proposed amendment sent to local agencies and published	October 27, 2015
Taxpayer Oversight Committee considers/acts on amendment (requires two-thirds vote)	November 10, 2015
Public hearing on amendment and Board action (requires two-thirds vote)	December 14, 2015
Amendment effective 45 days following adoption	January 31, 2016

