



*December 7, 2015*

**To:** Executive Committee

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

**Subject:** Measure M2 Quarterly Progress Report for the Period of July 2015 through September 2015 and Ten-Year Review Update

**Overview**

Staff has prepared a Measure M2 quarterly progress report for the period of July 2015 through September 2015, along with a Ten-Year Review update, for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

**Recommendation**

Receive and file as an information item.

**Background**

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

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

Additionally, Ordinance No. 3 also requires a Ten-Year Review which is now complete, and a brief update on staff's work to complete that review and implement findings is included in this report.

### ***Discussion***

This quarterly report reflects current activities and progress across all M2 programs for the period of July 1, 2015 through September 30, 2015 (Attachment A).

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

### **M2020 Plan**

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

Additionally, Attachment A includes a summary of the PMO activities that have taken place during the quarter. One area in particular is highlighted below.

### **M2 Ten-Year Review**

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO led the Ten-Year Review with participation from each of the OCTA functional divisions. The review was completed in late September, and the final Ten-Year Review Report was presented to the Board on October 12, 2015. Review findings included a recommended amendment to the transit category of the M2 Ordinance No. 3, in order to balance available funding between Projects R, U, and T. The Board

directed staff to initiate the amendment process and set a public hearing date for public input and Board consideration of the amendment on December 14, 2015.

### M2 Triennial Performance Assessment

The second M2 Triennial Performance Assessment, also required by Ordinance No. 3, is currently underway. The assessment covers the period from July 1, 2012 through June, 30, 2015, and will evaluate OCTA's performance on a range of activities covering planning, management, and delivery of the M2 Program. The assessment is intended to provide an independent and balanced perspective on M2 implementation for the benefit of OCTA management and external stakeholders. Extensive review of M2 documents, as well as interviews with internal OCTA staff and external stakeholders, are the main sources for the assessment. Opportunities for improvement will be identified, as well as a review of actions taken by OCTA in response to findings from prior M2 assessments. The final draft of the performance assessment is anticipated to be received in December 2015, followed by a presentation to the Board in early 2016.

### Progress Update

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

- Interstate 5 (I-5) Ortega Highway (Project D) bridge construction activities were completed during the quarter, and a completion ceremony was scheduled for October 1, 2015.
- On August 28, 2015, the Board authorized OCTA staff to implement Interstate 405 right-of-way (ROW) acquisitions through an Incentive Payment Program that encourages all property owners to execute an agreement within 60 days of the first written offer (Project K).
- On August 10, 2015 the Board approved the release of the Regional Capacity Program 2016 call for projects (call) (Project O). This sixth call will make approximately \$38 million available to fund additional road improvements throughout the county. Applications are due by October 23, 2015.
- On August 24, 2015, a consultant was selected to conduct preliminary engineering and environmental services for the Anaheim Canyon Metrolink Station Project, which will add a second main track and platform

and improve the existing platform, pedestrian circulation, benches, and shade structures. (Project R)

- On September 14, 2015, the Board selected a consultant for the OC Streetcar (Project S) to prepare the plans, specifications, and estimates. The New Starts rating application was submitted by OCTA to the Federal Transit Administration in September 2015. Staff continues to work on supporting documents for the application to request entry into engineering, which is anticipated to be complete in early 2016.
- An equestrian ride was held on September 26, 2015, on the Ferber Ranch preserve. Fifteen people were in attendance. This is the 5th ride to be held to date, which allows the public to experience and tour land that is being preserved as part of the Freeway Mitigation Program (Projects A-M).
- To address a new requirement requested by BNSF Railway regarding shared use and indemnification/liability agreements that govern the use of each agencies' respective railroad ROW, special counsel has been brought in to assist with track-sharing discussions. This needs to be resolved, as well as the triple track project on the BNSF Railway between Fullerton and Los Angeles, before more frequent additional service can be added. The triple track project is anticipated to be complete in mid-2016 (Project R).

The following recent accomplishments have taken place after the close of the first quarter:

- A dedication ceremony for the completion of I-5 Ortega Highway (Project D) was held on October 1, 2015. The event was well attended with approximately 100 people present.
- On October 12, 2015, the Board approved a cooperative agreement with the California Department of Transportation (Caltrans) for ROW support services, ROW acquisition, and utility relocation for I-5 between State Route 73 (SR-73), and El Toro Road (Project C and a portion of Project D). Caltrans will be the lead agency acquiring ROW for the project, with OCTA providing ROW support assistance. This was a critical milestone and allows OCTA to move forward with the projects.
- On October 12, 2015, the Board approved a memorandum of understanding for the OC Streetcar Project with the City of Garden Grove

regarding roles and responsibilities for the implementation of the OC Streetcar Project (Project S).

- Also on October 12, 2015, the Board approved an amendment to the cooperative agreement with Caltrans for I-5, between Pacific Coast Highway and San Juan Creek Road (Project C and a portion of Project D), adding \$5.8 million in funding to the project. Earlier this year, Caltrans and OCTA encountered unforeseen geotechnical issues related to site conditions (discovery of sand pockets in soil composition) that called for design changes. With a new construction plan finalized in October, the project is expected to be complete in late 2017, reflecting a delay of up to 15 months.
- On October 17, 2015, 25 people attended the seventh docent-led hike held on Ferber Ranch property, acquired as part of the Freeway Mitigation Program. Equestrian rides and hikes will be increased in 2016 and will be taking place every other month (Projects A-M).
- On October 26, 2015, the Board selected a consultant to construct the improvements for Laguna Niguel/Mission Viejo station, which will provide reliable station access and additional amenities, such as public restrooms (Project R).
- On November 9, 2015, the Board approved the short-listing of four design-build teams for design and construction of the Interstate 405 (I-405), between SR-73 and Interstate 605 (Project K). The Board also approved the release of the draft request for proposals to the four teams.
- The Traffic Operations Report for State Route 55 (SR-55) project between I-405 and I-5 (Project F) was approved by Caltrans on October 27, 2015. On November 24, 2015, staff successfully received signatures for the draft environmental document, and the document was released for public circulation on November 25, 2015 through January 8, 2016. This was a critical milestone that was achieved and allows the project to move forward without further delay.
- Per Board direction, staff has begun the process of examining forecast methodologies for projecting M2 sales tax revenue growth rates. This effort will be undertaken as part of the fiscal year 2016-17 budget development process, and any change in methodology will be brought to the Board in early 2016.

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

Caltrans and OCTA continue to work together to move projects forward; however, as with any program, there are a number of issues that create challenges. Over the past several quarters, staff has been presenting challenges related to traffic studies and ROW services on M2 freeway projects. Discussions between Caltrans and OCTA have been ongoing on the assumptions related to traffic studies for projects in the environmental phase, which included I-5 between State Route 55 and I-405 (Project B), I-405 between SR-55 and I-5 (Project L), and State Route 91 from State Route 57 to SR-55 (Project I). Resolution of the issue appears to be on track and will allow the projects to move forward.

Two important milestones for the freeway program that were accomplished this quarter include approval of the cooperative agreement on roles and responsibilities for ROW services required to move the I-5 project between SR-73 and El Toro Road (Project C and a portion of Project D) forward through the design phase, and traffic operations analysis approval and draft environmental document signatures for SR-55 between I-5 and I-405 (Project F) were important milestones for the freeway program.

OCTA and the M2 Freeway Program are facing some new requirements which put additional burden on delivery of the M2 Freeway Program. The first is related to the drought. In response to the California drought state-of-emergency, Caltrans is requesting additional scope be included on some of the M2 freeway projects for the development of reclaimed water irrigation supply lines. While use of reclaimed water for irrigation needs is important for water conservation, the cost can vary significantly based on the distance to available reclaimed water mains. Reclaimed water supply lines are not currently included in project baseline costs.

Additionally, Caltrans District 12 has introduced a new obligation to be included in cooperative agreements with OCTA on freeway projects funded by M2. This requirement obligates M2 projects to pay for the cost of Caltrans legal services for environmental document challenges, ROW eminent domain, inverse condemnations, and construction arbitration related to a project. OCTA is working with Caltrans to define the parameters of this new obligation. This is new to M2 projects and is believed to be the first time a Caltrans district has

required local sales tax measure funded projects to reimburse for legal services to defend Caltrans reviewed and approved actions, products, and contracts.

Lastly, Caltrans currently operates under a variance from the Department of Toxic Substances Control (DTSC) for the handling and disposal of aerially deposited lead (ADL) found on freeway construction projects. DTSC recently approved an extension of the Caltrans statewide ADL handling variance until April 30, 2016, and added conditions to the variance. In general, the variance allows ADL contaminated soil to be buried under the roadway section of freeway projects with significant documentation. Discussions with Caltrans indicate that the DTSC may not approve further extensions to the Caltrans ADL variance beyond April 2016. In the absence of a variance, the scope and cost to remove, rather than encapsulate, ADL contaminated soil generated from freeway construction projects will increase. Without a variance, ADL contaminated soil will need to be removed from the project area and hauled to a hazardous waste landfill. Staff is currently assessing the freeway projects to determine cost impacts of the new DTSC variance changes and the potential cost impacts should the variance not be renewed in April 2016.

### ***Summary***

As required by M2 Ordinance No. 3, a quarterly report, covering activities from July 2015 through September 2015, is provided to update progress in implementing the M2 Transportation Investment Plan. Additionally, the Ten-Year Review has been completed and presented to the Board, which is also a requirement of Ordinance No. 3. As a result of review findings and recommendations, a public hearing will be held to amend the transit category of the M2 Ordinance No. 3 on December 14, 2015. 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***

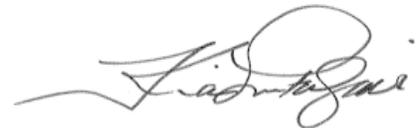
- A. Measure M2 Progress Report – First Quarter of Fiscal Year 2015-16 –  
July 1, 2015 through September 30, 2015

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Ortega Highway  
Before

Ortega Highway  
After

**FIRST QUARTER HIGHLIGHTS:**

- Freeway Projects
- Streets & Roads
- Transit
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program

# Measure M2

## Progress Report



First Quarter of Fiscal Year 2015-16  
 July 1, 2015 through September 30, 2015



# Measure M2

## Progress Report



### SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities **from July 1, 2015 through September 30, 2015** is provided to update progress in implementing the M2 Transportation Investment Plan.

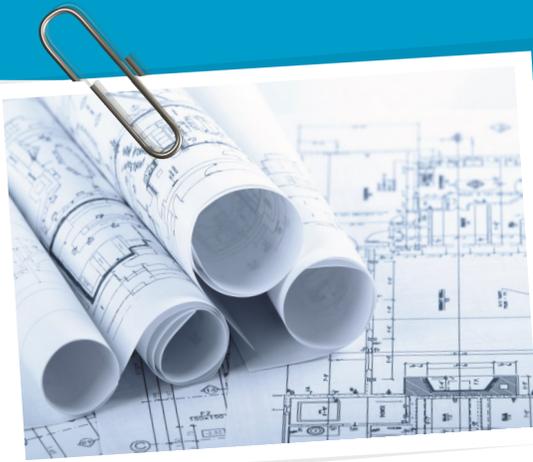
To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



# Measure M2

## Progress Report

### TABLE OF CONTENTS



SECTION	PROJECT	PAGE
M2 Delivery Risk Update		1
M2020 Plan Update		2
<b>Freeway Program (Projects A - N)</b>		<b>6</b>
Interstate 5 (I-5) Projects	[A — D]	6
State Route 22 (SR-22) Project	E	9
State Route 55 (SR-55) Projects	F	10
State Route 57 (SR-57) Projects	G	11
State Route 91 (SR-91) Projects	[H — J]	12
Interstate 405 (I-405) Projects	[K — L]	14
Interstate 605 (I-605) Projects	M	16
Freeway Service Patrol	N	16
<b>Streets and Roads (Projects O, P and Q)</b>		<b>17</b>
Regional Capacity Program	O	17
Regional Traffic Signal Synchronization	P	20
Local Fair Share Program	Q	22
<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	24
Regional Gateways for High-Speed Rail	T	26
Expand Mobility Choices for Seniors and Persons with Disabilities	U	27
Community Based Transit / Circulators	V	28
Safe Transit Stops	W	29
<b>Environmental (Project X and Freeway Mitigation Program)</b>		<b>30</b>
Environmental Cleanup	X	30
Freeway Mitigation Program (Part of Projects A — M)		31
Program Management Office		32
M2 Financing and Schedule of Funding		35
M2 Local Funding by Agency		42
Capital Action Status		44

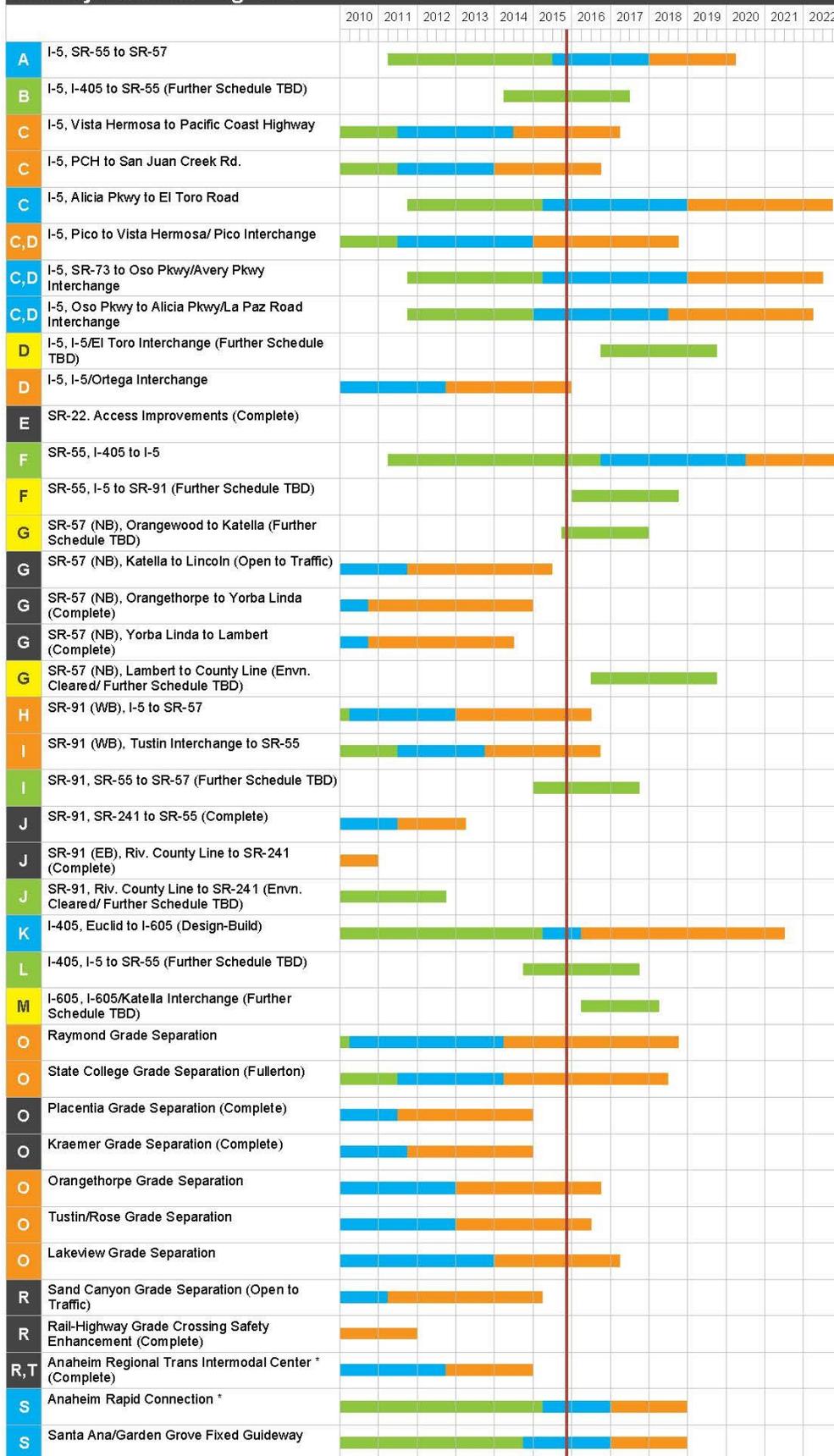
# Measure M2

## Progress Report



- Conceptual
- Environmental
- Design, Advertise & Award
- Construction
- Completed

### M2 Projects and Programs



\* Projects managed by local agencies.

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

Shown schedules are subject to change.

# Measure M2

## Progress Report

### M2 DELIVERY RISK UPDATE



**Key:**

One To Watch

At Risk

### M2 Delivery Risk Update

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

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



## M2020 Plan Update

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

### Progress Update

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

### M2020 Plan Objectives

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

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

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

One of the nine projects is already environmentally cleared – SR-91 between SR-241 and SR-15 (Project J) – which was cleared as part of RCTC's Corridor Improvement Program. Three projects are currently in the environmental phase, with another two projects slated to begin the environmental phase in late 2015 or early 2016. The remaining four projects are scheduled to begin the environmental phase as shown on the previous page (Project Schedules), and be environmentally cleared by 2020 .

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

To date, OCTA has awarded local agencies nearly \$246 million in Project O and Project P funds and has paid out over \$66 million (or 27 percent) of the awarded funding for local streets and roads improvements, which have either started construction or are scheduled to start construction in the next 3-5 years. Additionally, the Board has committed to provide more than \$634 million in state, federal, and M2 funds for the OC Bridges program's grade separation projects. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, since inception, approximately \$195.7 million of Local Fair Share funds (Project Q) has already been distributed to

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local agencies. Approximately \$52 million will be distributed this FY year, and this amount is expected to grow annually.

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

Through M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. The signal program will meet the target early (prior to 2020) of synchronizing at least 2,000 signalized intersections by early 2017. There have been four rounds of funding to date, providing a total of 69 projects with more than \$56.3 million in funding awarded by the Board since 2011.

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

Although well underway before the M2020 Plan was adopted, part of Project R (Metrolink Grade Crossing Improvements) was completed in conjunction with the Metrolink Service Expansion Plan (MSEP). This enhanced 52 Orange County rail-highway grade crossings with safety improvements, whereby the cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones at respective crossings. Additionally, within this Measure M program, funding is provided for rail line and station improvements to accommodate for increased service. Rail station parking lot expansions, such as improvements at Fullerton, Orange and Tustin stations, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway most recently. A consultant has been selected to conduct preliminary engineering and environmental services for the Anaheim Canyon Metrolink Station Project to construct a second main track and platform, lengthen the existing platform, and improve pedestrian circulation, benches, and shade structures.

#### **6. Expand Metrolink service into Los Angeles (Project R).**

The Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (Metro) and OCTA continue to work together to secure approval of a Memorandum of Understanding (MOU) with Burlington Northern Santa Fe (BNSF) Railway, which is necessary to operate train service on BNSF-owned tracks. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad rights of way. Special counsel has been brought in to assist in these discussions. From a ridership perspective, data through September 2015 continues to indicate ridership is increasing on MSEP as a result of the April 2015 schedule changes that improve intra-county train utilization. These changes include the new 91 Line connection at Fullerton which allows for a later southbound peak evening departure from Los Angeles to Orange County.

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

OCTA is the lead agency for the Santa Ana/Garden Grove Street Car (OC Street Car) project. In April 2015, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact for the project, which completed the environmental phase. Following formal FTA approval on May 5, 2015, the project moved into the Project Development phase of the federal New Starts program. OCTA submitted the New Starts Rating Application on September 30, 2015, and anticipates to submit the Application to Request Entry into Engineering by next quarter. OCTA has entered into a Memorandum of Understanding with the City of Santa Ana to identify project roles and responsibilities, including parameters on funding, design, construction, operation, and maintenance. On August 24, 2015, the Board approved using up to \$55.92 million of Measure M2 Project S funds for meeting New Starts match requirements for project

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development/construction. For the Anaheim Rapid Connection Project, preparation of environmental documentation is ongoing. The City of Anaheim is continuing to evaluate alternative alignments for the Locally Preferred Alternative, and anticipates to have a draft environmental document available for public review in Fall 2016. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and approximately \$11 million to the City of Santa Ana, totaling approximately \$29 million.

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

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

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

To date, approximately \$32 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.

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

On June 24, 2013, the OCTA Board of Directors approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. On February 9, 2015, OCTA staff provided a project status update to the Board. The Board directed staff to meet with local agencies interested in the next Call for Projects, and return with revised Project V Guidelines that encouraged more local agency participation. On September 23, 2015, staff presented updated Project V Guidelines and the Call for Projects recommendation to the Technical Advisory Committee (TAC). The approved updates and recommendation will be presented to the Executive Committee on November 2, 2015 and to the OCTA Board on November 23, 2015, with the announcement of the 2016 Call for Projects, which will be the second round of funding for this program.

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

The Freeway Mitigation Program is proceeding as planned, with seven properties acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. Ten of these restoration project plans have been approved by the wildlife agencies and are currently being implemented, with the remaining project currently under development. To date, the Board has authorized \$42 million for property acquisitions (inclusive of designating funds to pay for long-term property maintenance), \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

The draft NCCP/HCP along with the draft environmental document (EIR/EIS) are currently being finalized after the

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public comments period, which closed on February 6, 2015. Comments received during the public comment period will be incorporated into the final NCCP/HCP and EIR/EIS, which is anticipated to be brought to the Board for adoption in late 2015 or early 2016. Staff anticipates the public release of separate preserve-specific Resource Management Plans (RMP's) for the five properties within Trabuco and Silverado Canyons to occur in fall 2015. These RMP's will determine the appropriate management needs (consistent with the NCCP/HCP) for each of the acquired properties. The remaining two properties (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process. Public access events will continue to be held on the Ferber Preserve. An equestrian ride was held on September 26, 2015, and a docent-led hike is scheduled for next quarter on October 17, 2015.

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

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

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

There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects totaling almost \$28 million have been awarded by the OCTA Board since 2013.

# Measure M2

## Progress Report

### FREEWAYS



## Interstate 5 (I-5) Projects

### Project A

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

**Status:** Design Phase Underway

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

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### Project B

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the Project Development Team continued engineering and environmental work. The project schedule has been delayed while Caltrans and OCTA management have continued discussions on the traffic methodology for all the projects in the environmental phase. The lengthiness of these conversations has impacted the project by delaying aspects of the environmental phase. As a result, this project is marked “red” in the Capital Action Plan, signifying a delay of at least three months. The draft Project Report and draft Environmental Document are expected to be complete in June 2017, and the final Environmental Document is expected to be complete in February of 2018.

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

# Measure M2

## Progress Report

### FREEWAYS



## Project C & Part of Project D

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

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

**Status:** Design Phase Underway

**Summary:** This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction from Avery Parkway to Alicia Parkway and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, 35 percent Engineering Plans, Specifications & Estimates (PS&E) were submitted to Caltrans in late September. Staff also continued to work with Caltrans regarding right-of-way support services. The Right-of-Way Cooperative Agreement between OCTA and Caltrans is scheduled to go to the Board in October for approval. Design work is anticipated to be complete in late 2018.

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

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

**Status:** Design Phase Underway

**Summary:** This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Laguna Hills and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase is currently underway. Major activities this quarter included continued coordination with local cities and stakeholders on the aesthetics concept plan, coordination with Southern California Rail Road Association (SCRRA), utility potholing and geotechnical investigations, and the submittal of 35 percent Engineering Plans, Specifications, & Estimates (PS&E) to Caltrans. Staff also continued to work with Caltrans regarding right-of-way support services. The Right-of-Way Cooperative Agreement between OCTA and Caltrans is scheduled to go to the Board in October for approval. Design work is anticipated to be complete in 2017.

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

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

**Status:** Begin Design Phase

**Summary:** This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from Alicia Parkway to El Toro Road. Major activities this quarter included geometric meetings with Caltrans and the development of exhibits of potential impacts to Avenida De La Carlota. Staff also continued to work with Caltrans regarding right-of-way support services. The Right-of-Way Cooperative Agreement between OCTA and Caltrans is scheduled to go to the Board in October for approval. Design work is anticipated to be complete in 2018, assuming the schedule is not delayed.

*Project C & Part of Project D continues on next page...*

# Measure M2

## Progress Report

### FREEWAYS



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

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

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

**Status:** Construction Underway

**Summary:** This segment adds a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D). Construction began in February 2015. This quarter, roadway excavation on the southbound Avenida Pico off-ramp was completed, and removal of the old (existing) retaining wall is underway. In addition, footing excavation for one of the new retaining walls was completed, and the retaining wall is being constructed. Outreach for the quarter included implementation of a program to promote businesses affected by construction and attendance at a San Clemente City Council meeting to update the Council on the Pico bridge design. Next quarter, soil compaction for new bridge abutments should be completed and pile driving is scheduled to begin. Construction is now 15 percent complete and is anticipated to be 100 percent complete in late 2017 or early 2018.

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

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

**Status:** Construction Underway

**Summary:** This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway in San Clemente. Construction began in September 2014. This quarter, work continued on 13 retaining walls and sound walls, with major excavation and construction on both sides of the freeway, primarily between Avenida Vista Hermosa and Camino de Estrella. Work to widen the bridge over Avenida Vaquero continued, with the installation of concrete piles for the bridge foundation. Roadway work and drainage system installation has begun. Public outreach efforts have focused on residents affected by sound wall and retaining wall work. Construction is 30 percent complete and is scheduled to be 100 percent complete in late 2016 or early 2017.

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

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

**Status:** Construction Underway

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began in March 2014. During this quarter, falsework and concrete pouring for the Camino Capistrano Bridge was completed. Construction crews continued work on the PCH connector bridge, the Stonehill Drive/Camino Capistrano on-ramp, and on retaining walls. A soil issue was identified at one wall where work has been delayed. The issue will be brought to the Board in October for review. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of at least three months. Work on the northbound I-5 on-ramp from PCH/Camino Las Ramblas continues. Construction work is 57 percent complete, and is anticipated to be 100 percent complete in Late 2017.



## Project D

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

### I-5 El Toro Road Interchange

**Status:** Project Study Report/Project Development Support Document Complete

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

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

### I-5/Ortega Highway Interchange

**Status:** Construction Complete

**Summary:** Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over I-5, and improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. During the quarter, the landscape replacement project was advertised for construction, and the contract was awarded by Caltrans on September 22, 2015. Reconstruction activities on the north-half of the bridge were also completed, including construction of the northbound on-ramp. Striping of the entire bridge was performed ahead of the dedication ceremony, which is scheduled to take place on October 1, 2015. All lanes on the new bridge are now open to traffic. A few project punch list items remain, and are scheduled to be complete by next quarter.

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

## State Route 22 (SR-22) Projects

### Project E

#### SR-22 Access Improvements



**Status:** PROJECT COMPLETE

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

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

# Measure M2

## Progress Report

### FREEWAYS



## State Route 55 (SR-55) Projects

### Project F

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

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

**Status:** Environmental Phase

**Summary:** This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. This quarter, the PDT updated technical studies including the Traffic Volumes Report, Air Quality Analysis, Noise Study Report, and Traffic Operations Analysis. Caltrans approved the Traffic Volume Report which was a critical milestone toward meeting the project schedule developed by the PDT. The Draft Environmental Document is scheduled to be released for Public Circulation in the next quarter. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay which is a result of the time needed to complete the additional traffic studies requested by Caltrans.

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

**Contact:** Charlie Larwood, Planning  
(714) 560-5683

**Status:** Project Study Report/Project Development Support Document Completed

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



## State Route 57 (SR-57) Projects

### Project G

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

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

**Status:** Conceptual Phase Complete

**Summary:** OCTA previously completed a PSR/PDS document for the Lambert Road to Tonner Canyon Road segment, which will add a truck-climbing lane from Lambert Road to Tonner Canyon Road. The segment will be cleared environmentally by 2020. Future work will be planned so that it coincides with related work by the Los Angeles Metropolitan Transportation Authority across the county line.

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

#### SR-57 NB (Katella Avenue and Lincoln Avenue)



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

**Status:** PROJECT COMPLETE

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

*Continues on the next page...*

# Measure M2

## Progress Report

### FREEWAYS



*Project G continued from the previous page...*

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

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

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

**Summary:** This project will add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which was recently opened to traffic between Katella Avenue and Lincoln Avenue. Procurement for the environmental phase is underway and the Environmental Phase is anticipated to begin in November 2015 and be complete in mid-2018.

### **State Route 91 (SR-91) Projects**

#### **Project H**

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

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

**Status:** Construction Underway

**Summary:** This project will add capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provide operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. This quarter, installation of the steel girders was completed for the last two of the six bridges that require widening. The bridges remain open to traffic. Construction is approximately 83 percent complete and is anticipated to be 100 percent complete in early 2016. Additional consultant supplied construction management services was approved by the Board to meet the current construction completion timeline.

#### **Project I**

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

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

**Status:** Construction Underway

**Summary:** This project will improve traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, work began on placing shoreline rocks (rip rap) in the Santa Ana river channel for erosion purposes. Construction is approximately 71 percent complete. The project is anticipated to be complete in mid-2016.

# Measure M2

## Progress Report

### FREEWAYS



*Project I continued from the previous page...*

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will improve traffic flow and operations along SR-91 within the cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in other segments within the project limits. This quarter the consultant continued working on the SR-91/SR-55 interchange feasibility study portion of the environmental phase and developed, with Caltrans approval, three options to study further. The feasibility study results were presented to OCTA Planning Management and then presented to Caltrans Project Management. Caltrans decided to move forward with the option which provides a direct connection from Lakeview Avenue to the SB SR-55 connector, to be studied further as part of the environmental phase. A price proposal from the design consultant to include this option is being developed. Board approval of the anticipated amendment to the proposal is planned for December 2015. While this connector will be further studied, there is no funding identified for the added improvements. If the connector becomes part of the Caltrans-selected final project alternative, it would need to be a phased project. Measure M funds would pay for the mainline freeway improvements and future funding would need to be identified for the connector portion of the project. The environmental phase is expected to be complete in late 2018.

## Project J

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



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

**Status:** PROJECT COMPLETE

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

# Measure M2

## Progress Report

### FREEWAYS



*Project J continued from the previous page...*

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



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

**Status:** PROJECT COMPLETE

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

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

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

**Status:** RCTC's Design-Build Construction Underway

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

### Interstate 405 (I-405) Projects

#### Project K

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

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

**Status:** Design-Build Procurement Underway

**Summary:** OCTA and Caltrans have finalized the environmental studies to widen I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add mainline capacity and improve the local interchanges along the corridor from SR-73 to I-605.

# Measure M2

## Progress Report

### FREEWAYS



*Project K continued from the 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 to lead this project with the clear understanding that Measure M would only fund the general purpose lane portion of the project and that the second HOV lane/ Express lane facility would be funded separately.

On April 27, 2015, the Board authorized the DB cooperative agreement, approved the terms and conditions negotiated with Caltrans and directed staff to take steps to implement the Project preferred alternative. On July 13, 2015, the Board approved an amendment to the agreement with Parsons to provide additional program management services to reflect the revised scope of work. On September 28, 2015, the Board adopted CEQA Findings and Statement of Overriding Considerations and the Mitigation and Monitoring Reporting Program, and approved the project as identified and approved by Caltrans. The Board also authorized implementation of an incentive payment program and modified settlement and delegation authority to expedite the acquisition of needed right-of-way for the project.

During the quarter, work continued on the development of the draft toll policy and finance plan. Additional project risks include potential legal actions by opponents of the project, potential escalation of costs associated with further delay and compression of time available for right-of-way acquisition.

## Project L

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the Project Development Team continued engineering and environmental work. Discussions are ongoing between Caltrans and OCTA management on the traffic methodology for this project as well as all other projects in the environmental phase. The lengthiness of these conversations has impacted the project by delaying aspects of the environmental phase. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of at least three months. The draft Project Report and draft Environmental Document are expected to be complete in March 2017, and the final Environmental Document is expected to be complete in December 2017.

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



## Interstate 605 (I-605) Projects

### Project M

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

#### I-605 Interchange Improvements

**Status:** Final Project Study Report/Project Development Support Document Signed and 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, and the document is now final. 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, and adding new bridges. With the PSR/PDS approved, the project can now advance to the Environmental Phase for further detailed engineering and project development efforts, which is anticipated to begin in fall of 2016.

### Project N

#### Freeway Service

#### Patrol

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

**Status:** Service Ongoing

**Summary:** M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During this quarter, the midday service provided assistance to 1,709 motorists, weekend service provided assistance to 910 motorists, and construction service provided assistance to 866 motorists. Since inception, M2 and construction-funded FSP has provided a total of 38,372 assists to motorists on the Orange County freeway system.



## Project O

### Regional Capacity Program

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

**Status:** 2016 Call for Projects in Development

**Summary:** This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. On August 10, 2015, the Board approved the release of the 2016 Call for Projects. This sixth Call for Projects will make approximately \$38 million available to fund additional road improvements throughout the County. One-on-one meetings were held with local agencies during the month of September to assist in the preparation and submittal of grant applications. Training for the use of OC Fundtracker, the online application submittal tool, was also provided. Applications for funding are due on October 23, 2015. Since 2011, and after five completed Call for Projects, 103 projects totaling more than \$193 million have been awarded by the Board to date.

### OC Bridges Railroad Program

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

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

### Kraemer Boulevard Grade Separation



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

**Status:** PROJECT COMPLETE

**Summary:** The project located at Kraemer Boulevard railroad crossing is grade separated and open to traffic. The project separated the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014 to commemorate the opening. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one year warranty.

*Continues on the next page...*

# Measure M2

## Progress Report STREETS & ROADS



...Project O continued from previous page

### Lakeview Avenue Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014. Project activities this quarter continued to include utility relocation and removal work, street drainage facility work, and jack and bore work under railroad tracks and retaining walls. In addition, pile driving for the north bridge abutment was completed. Lakeview Avenue (north of Orangethorpe Avenue) was closed to traffic on February 25, 2015 and is expected to reopen with the connector road in April 2016. Lakeview Avenue (south of Orangethorpe Avenue) was closed to through traffic on March 13, 2015 and is expected to reopen in November 2016. Local access to all businesses will continue to be maintained. Construction progress is approximately 34 percent complete and is expected to be 100 percent complete by early 2017.

### Orangethorpe Avenue Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Orangethorpe Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction, which continued during the quarter. Construction activities this quarter included utility relocation, building the deck for Miller Street bridge, building retaining walls, and raising the elevation of Orangethorpe Avenue/Chapman Avenue and Orangethorpe Avenue/Miller Street intersections. Sixty girders, approximately 93 feet in length and weighing approximately 94,000 pounds, were placed for Orangethorpe Avenue between September 19, 2015 and September 25, 2015. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014, and is expected to reopen in early 2016. Chapman Avenue was closed on January 5, 2015, and is expected to be opened by next quarter. Construction progress is approximately 76 percent complete and the project is expected to be 100 percent complete by mid-2016.

### Placentia Avenue Grade Separation



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

**Status:** PROJECT COMPLETE

**Summary:** The project located at Placentia Avenue railroad crossing is grade separated and open to traffic. This project separated the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. An event was held on March 12, 2014, to commemorate the opening to traffic. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014, and OCTA has turned over the maintenance responsibilities to the cities and commenced the one year warranty.

*Continues on the next page...*

# Measure M2

## Progress Report

### STREETS & ROADS



*Project O continued from the previous page...*

#### **Raymond Avenue Grade Separation**

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

**Status:** Construction Underway

**Summary:** The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction began on June 2, 2014. Activities this quarter continued to include utility relocations, temporary bypass road grading, temporary lighting, various street drainage facility work, sewer and waterline relocation work and railroad retaining wall construction and grading. The BNSF track-laying machine placed shoofly tracks (temporary bypass tracks) on the eastern portion of the project on June 10, 2015, and BNSF crew completed the remaining shoofly tracks on the western portion on September 18, 2015. Shoofly tracks will be active in early October. Raymond Avenue was temporarily closed on September 8, 2015, for forty days to allow construction of the bypass road and temporary railroad crossing. Construction progress is approximately 48 percent complete and is expected to be 100 percent complete in mid-2018.

#### **State College Boulevard Grade Separation**

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

**Status:** Construction Underway

**Summary:** The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter continued to include retaining wall shoring, various street drainage facility work, railroad retaining wall construction and grading, as well as sewer, waterline and utility relocation work. The BNSF track-laying machine placed the shoofly tracks on June 9, 2015. Shoofly tracks are expected to be active in early October. The intersection of State College Boulevard and East Valencia Drive was closed on January 9, 2015, for approximately two and a half years to allow for the construction of the new bridge at the railroad tracks. Construction progress is approximately 34 percent complete and is expected to be 100 percent complete by early-2018.

#### **Tustin Avenue/ Rose Drive Grade Separation**

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

**Status:** Construction Underway

**Summary:** The project located at Tustin Avenue/Rose Drive railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction for this project. Construction activities this quarter continued to include grading and retaining walls work. Bridge work included soffit, stem and deck construction and girder post tensioning for the north and middle spans of the bridge. Precast girders were formed in July and August, and will be placed next quarter in October. Construction progress is approximately 73 percent complete and is expected to be 100 percent complete by mid-2016.

# Measure M2

## Progress Report

### STREETS & ROADS



## Project P

### Regional Traffic Signal Synchronization Program (RTSSP)

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

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

**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 2,000 intersections as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. There have been five rounds of funding to date, providing a total of 69 projects with more than \$56.3 million in funding awarded by the Board since 2011.

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

Twenty-three RTSSP projects programmed for fiscal year 2012-13 are underway with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in December 2015.

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

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

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

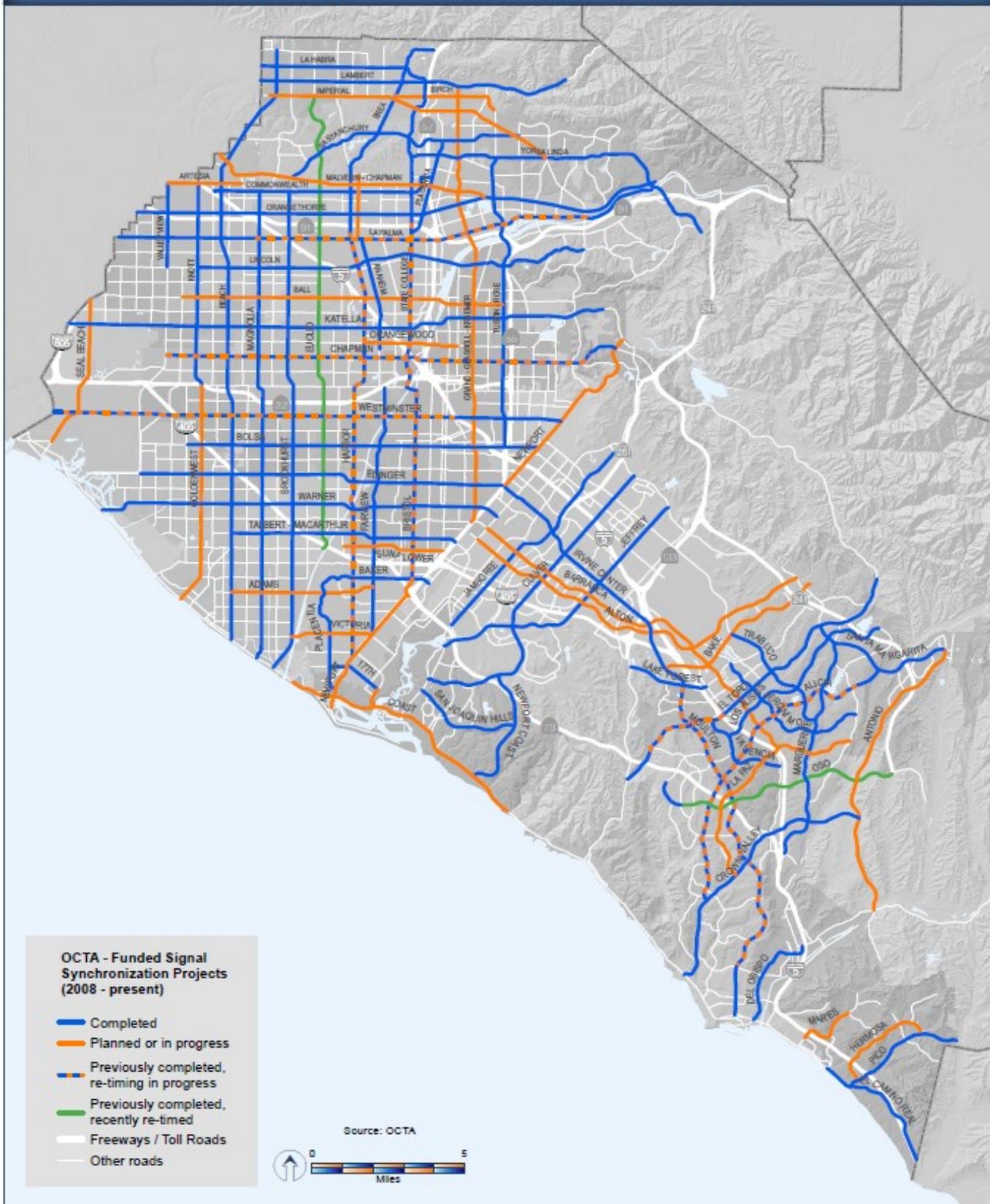
On August 10, 2015, the Board approved approximately \$12 million for the RTSSP 2016 Call for Projects, and authorized staff to open the call that same day. Project applications will be due to OCTA by next quarter, on October 23, 2015. Based on the selection criteria, projects will be prioritized for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

# Measure M2

## Progress Report STREETS & ROADS



### OCTA - Funded Signal Synchronization Projects (2008 - present)





## Project Q

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

### Local Fair Share Program

**Status:** Ongoing

**Summary:** This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$193 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

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



## Project R

### High Frequency Metrolink Service

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

### Metrolink Grade Crossing Improvements



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

**Status:** PROJECT COMPLETE

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

### Metrolink Service Expansion Program

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

**Status:** Service Ongoing

**Summary:** Following the completion of the Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during midday and evening hours. Efforts to increase ridership through a redeployment of the trains, without significantly impacting operating costs have been underway since 2014. On April 5, 2015, several schedule changes were made effective. A new connection was added between the 91 Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Staff will continue to monitor ridership on these trains, but initial data through September 2015 indicates ridership increased as a result of these schedule changes. Two of the intra-county trains are also utilized to provide the popular Angels Express service from south Orange County to Anaheim, resulting in strong ridership on game nights, with a total of 54,500 Angels Express boardings during the 2015 season.

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



*Project R continued from the previous page...*

rights of way. These discussions are on-going and special counsel has been brought in to assist. Operation of additional Metrolink trains to Los Angeles is contingent on addressing indemnification and liability agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, currently anticipated in mid-2016.

### Rail Line & Station Improvements

Additionally under the Metrolink Service Expansion Program, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway. A consultant was selected on August 24, 2015, to conduct preliminary engineering and environmental services for the Anaheim Canyon Metrolink Station Project to construct a second main track and platform, lengthen the existing platform, and improve pedestrian circulation, benches, and shade structures. For schedule information on station improvement projects, please see the Capital Action Plan pages at the back of this report.

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

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

**Status:** Construction Complete

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

## 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.



*Project S continued from the previous page...*

### Anaheim Rapid Connection (ARC) Project

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

**Status:** Environmental Phase Underway

**Summary:** Preparation of environmental documentation for the ARC project is ongoing. Since April 2014, the City of Anaheim has been evaluating potential routes and station stops on Disney Way as a result of concerns regarding costs and ROW needs of the Locally Preferred Alternative (LPA). City staff has identified an alignment that addresses these concerns along with an option to modify the LPA alignment. In September, the Anaheim City Council directed staff to evaluate these options further in the Environmental Document. City staff anticipates a Draft Environmental Document would be available for public review in the Fall of 2016, followed by public hearings and City Council consideration of the Project. Consistent with the cooperative agreement between OCTA and the City of Anaheim, the City of Anaheim would present the project to the Board of Directors during this timeframe.

### Santa Ana-Garden Grove Fixed Guideway (OC Street Car) Project

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

**Status:** Project Development Near Completion

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

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

On August 24, 2015, the Board directed staff to submit the required New Starts Rating Application and a letter to the FTA requesting Entry into Engineering. This action also authorized staff to: make all necessary amendments to the Federal Transportation Improvement Program (FTIP) and execute any required agreements or amendments to facilitate those recommendations, use up to \$55.92 million of Project S funds as part of the match required for federal New Starts funds, and pursue state Cap-and-Trade and other state and federal funding sources. During the same meeting, the Board also authorized the CEO to initiate the property acquisition process. OCTA entered into a MOU with the City of Santa Ana to identify roles and responsibilities for funding, design, construction, operations and maintenance of the project.

On September 14, 2015, the Board approved HNTB as the consultant for the PS&E for the project. Consistent with the guidance provided by FTA, and as directed by the Board, OCTA submitted the New Starts Rating Application on September 30, 2015. Work continues on the required readiness documents in support of the Application to Request

*Continues on the next page...*

# Measure M2

## Progress Report

### TRANSIT



*Project S continued from the previous page...*

Entry into Engineering, anticipated for early 2016. Both applications require a number of technical reviews and documentation, a detailed project schedule, updated cost estimate, and commitment for the required match to equal the level of funding requested from the New Starts program.

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

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

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

**Summary:** Bus and Station Van Extension Projects will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. To date, the Board has approved one round of funding, totaling over \$9.8 million. Four projects were approved for funding by the Board on July 23, 2012, and two of those have implemented service. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest began in December 2012, and the Anaheim Canyon Metrolink Station Bus Connection began service in February 2013. Currently, the City of Lake Forest is discussing different alternatives to provide vanpool service from the Irvine Metrolink Station to the Panasonic employment center. The City of Lake Forest submitted a letter requesting scope changes for Panasonic Avionics services. Next quarter, this item will be presented to the TAC in October and to the Board for approval in December. OCTA is also reviewing the City's request for Oakley to employ changes to the existing OCTA routes to meet their needs.

## **Project T**

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

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

**Status:** Construction Complete

**Summary:** This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, who led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. ARTIC replaced the former Anaheim station that was located in the Angel Stadium parking lot. This quarter, the certificate of occupancy for ARTIC was issued on September 22, 2015. This project is complete with the exception of project punch list items which are anticipated to be complete next quarter.

# Measure M2

## Progress Report

### TRANSIT



## Project U

Project U expands mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Since inception, a total of approximately \$31 million in Project U funding has been provided under M2.

### Senior Mobility Program (SMP)

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

**Status:** Ongoing

**Summary:** This program provides one percent of M2 net revenues to continue and expand local community transportation service for seniors under the SMP. Including this quarter and since inception of the program, more than 1,076,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$853,000 in SMP funding was paid out to the 31 participating cities during the months of July and September 2015\*.

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

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

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

**Status:** Ongoing

**Summary:** This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 340,000 SNEMT boardings have been provided. This quarter, more than \$901,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the months of July and September 2015\*.

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

### Fare Stabilization Program

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

**Status:** Ongoing

**Summary:** One percent of net M2 revenues are dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Approximately \$935,841 in revenue was allocated this quarter to support the Fare Stabilization Program. Throughout the quarter approximately 3,574,676 program related boardings were recorded on fixed route and ACCESS services. The amount of funding

# Measure M2

## Progress Report

### TRANSIT



*Project U continued from the previous page...*

utilized each quarter varies based on ridership. Since inception of the Fare Stabilization Program, staff has been providing regular updates to the OCTA Board of Directors to reflect a concern with funding levels for the program due to the impacts of the recession. The last program update to the Board in June 2014 reported that funding levels are insufficient and the program will continue to incur annual shortfalls without an increase in revenue or a reduction in expenditures. Staff was directed by the Board to continue to explore viable solutions and return to the Board annually with program updates. Status of the Fare Stabilization Program will be continually monitored, and any necessary amendments to the program will be discussed with the Board as part of the Ten-Year Comprehensive Program Review which is scheduled to go to the Board next quarter in October.

## Project V

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

### Community Based Transit/ Circulators

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

**Summary:** This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. This has been the only round of funding to date. The funding is used to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation related centers. On February 9, 2015, OCTA staff provided a project status update to the Board. The Board directed staff to meet with local agencies interested in the next Call for Projects, and return with revised Project V Guidelines that encouraged more local agency participation. On September 23, 2015, staff presented the updated guidelines and Call for Projects recommendation to the TAC. The updates and recommendation were approved, and will be presented to the Executive Committee on November 2, 2015, and to the Board on November 23, 2015.



## Project W

### Safe Transit Stops

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

**Status:** Executed All Agreement Documents

**Summary:** This project provides passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops funding. Seven cities applied for funds, and 51 projects will be funded per the July 2014 Board approval. Letter agreements with local agencies to allow the use of funds are complete. The City of Anaheim was not able to initiate the improvements for their projects and will reapply for funds through the next call for projects. Other Cities including Costa Mesa, Irvine, Orange, and Westminster are moving forward with their projects. City of Santa Ana has until June 2016 to award the contract for their project.



## Project X

### Environmental Cleanup Program

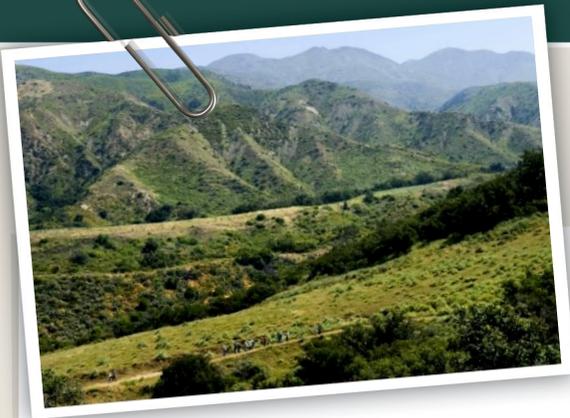
**Contact:** Dan Phu, Planning  
(714) 560-5907

**Status:** Ongoing

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and to prepare for more comprehensive capital investments (Tier 2). To date, there have been five rounds of funding under the Tier 1 grants program. A total of 122 projects, amounting to just over \$14 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the OCTA Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. The sixth Tier 1 call for projects is anticipated to be released in March 2016.

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



## Part of Projects A-M

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

### Freeway Mitigation Program

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

**Summary:** The Freeway Mitigation Program provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of Projects A-M. The program is proceeding as planned, with seven properties acquired (1,300 acres), and 11 restoration projects approved for funding by the Board, totaling approximately 350 acres. Ten of these restoration project plans have been approved by the wildlife agencies and are currently being implemented, with the remaining project currently under development. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The program's Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) are currently being finalized after the public comments period, which closed during the quarter. Comments received during the public comment period will be incorporated into the final NCCP/HCP and EIR/EIS, which is anticipated to be brought to the Board for adoption in late 2015 or early 2016.

Staff anticipates the release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in November 2015. These RMP's will determine the appropriate management needs of each of the acquired properties (consistent with the NCCP/HCP). The public will have an opportunity to comment on the draft RMPs during a 90-day comment period before they are finalized. The remaining RMP's will be developed once biological baseline reports have been completed and will follow the same process.

On August 10, 2015, OCTA hosted an interagency mountain lion coordination meeting to discuss measures to protect mountain lions. Approximately 16 different Southern California agencies were in attendance including Dr. Winston Vickers from the University of California, Davis. The discussion focused on the role of regulators, implementation efforts, potential funding mechanisms, and agency coordination. Additional meetings will be held to discuss this topic and other topics important to transportation on a cross regional basis.

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



## Program Management Office

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

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

### **M2020 Plan Review**

The PMO regularly reviews and reports on the progress of the M2020 Plan and its 14 objectives. The last comprehensive review of the M2020 Plan was completed in September 2013, as part of the Triennial Performance Assessment, covering M2 progress during July 1, 2009 through June 30, 2012. A current review of the M2020 Plan is being analyzed as part of the M2 Comprehensive Ten-Year Review, which will be presented to the Board next quarter. An update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan, along with an overview of challenges is included on pages one through four of this report, and the accompanying staff report.

### **10-Year Review**

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO is leading the Ten-Year Review with participation from each of the divisions. Following the precedent set with the triennial performance reviews, the ten-year period is assumed to have begun on November 8, 2006 (effective date of Ordinance No.3), and would conclude on November 7, 2016. On April 6, 2015, staff presented an overview and status report on the Review effort. With the recent completion of the 2014 update of Orange County's Long-Range Transportation Plan (LRTP) and the fact that M2 is the cornerstone of that plan, OCTA staff has capitalized on this effort and used research and outreach performed as part of the LRTP update, to assist with the M2 Ten-Year Review. During the quarter, additional research and analysis was performed to review all elements as identified in Ordinance No. 3. The Review was completed during the quarter and is planned to be presented to the Board in October, along with findings and recommendations moving forward.

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

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and this one will review the time period of July 1, 2012 through June 30, 2015. The PMO released a request for proposals in early May 2015 and selected a consultant to perform this effort. The assessment began in July 2015 and is anticipated to take six to nine months to complete. Internal and external candidates are being interviewed, which is the first step in the Performance Assessment progress. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee for information and to the Board for review and action in early 2016.



#### **Measure M1 Closeout**

The M1 fund was officially closed out as scheduled on June 30, 2015. The PMO led the closeout of the remaining open M1 contracts, meeting with division leads and relevant project managers to ensure all projects that could be closed were closed on time. Four projects needed to remain open in order to complete the project closeout process. These projects were moved into the general fund as presented with the 2015-16 budget and will remain there until complete. Staff will bring the final quarterly report along with the complete closeout plan in January 2016, when all of the final accounting is complete for the M1 program. This will be presented to the Board with any necessary actions required to officially closeout M1.

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

Both M1 and M2 include 1 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 1 percent, only 1 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 1 percent, OCTA can still allocate the full 1 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 1 percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with 1 percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the EAP in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the above mentioned factors, OCTA has incurred higher than 1 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 1 percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the 1 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 1 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 1 percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of September, 2015 the outstanding balance is \$3.5 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on July 21, 2015, to review the labor reports to ensure costs attributed to the 1 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 November 11, 2015, to conduct this quarterly review.



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#### **Taxpayer Oversight Committee**

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

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

The TOC met on June 9, 2015 to receive updated financial information and to hear project updates.



## M2 Financing

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

### Revenue Forecast and Collection

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

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

### Current Forecast

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

Final sales tax receipts through the fourth quarter of fiscal year 2014-15 (June 30, 2015) were received in September 2015, and reflected a growth in sales tax revenue of 4.26 percent over the same period of the prior fiscal year. The growth; while positive, is less than the budgeted sales tax growth rate of 6.7 percent for fiscal year 2014-15. As previously mentioned, the fiscal year 2015-16 M2 sales tax budget is based on a more conservative sales tax growth rate of 5.68 percent. Staff will continue to closely monitor sales tax receipts. At this time, no changes are required to the budget.

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**as of September 30, 2015**  
**(Unaudited)**

**Schedule 1**

(\$ in thousands)	Quarter Ended Sept 30, 2015	Year to Date Sept 30, 2015	Period from Inception to Sept 30, 2015
		(A)	(B)
<b>Revenues:</b>			
Sales taxes	\$ 68,829	\$ 68,829	\$ 1,218,201
Other agencies' share of Measure M2 costs:			
Project related	10,617	10,617	393,570
Non-project related	14	14	379
Interest:			
Operating:			
Project related	-	-	2
Non-project related	1,593	1,593	12,624
Bond proceeds	2,922	2,922	29,488
Debt service	1	1	45
Commercial paper	-	-	393
Right-of-way leases	39	39	743
Miscellaneous			
Project related	-	-	198
Non-project related	-	-	7
Total revenues	<u>84,015</u>	<u>84,015</u>	<u>1,655,650</u>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	881	881	13,198
Professional services:			
Project related	4,044	4,044	226,677
Non-project related	232	232	13,160
Administration costs:			
Project related	2,164	2,164	38,177
Non-project related :			
Salaries and Benefits	771	771	15,846
Other	1,114	1,114	23,073
Other:			
Project related	23	23	1,426
Non-project related	4	4	3,686
Payments to local agencies:			
Project related	23,541	23,541	526,059
Capital outlay:			
Project related	8,697	8,697	465,950
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	19,875
Interest on long-term debt and commercial paper	10,799	10,799	104,723
Total expenditures	<u>52,270</u>	<u>52,270</u>	<u>1,451,881</u>
Excess (deficiency) of revenues over (under) expenditures	<u>31,745</u>	<u>31,745</u>	<u>203,769</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(446)	(446)	(12,487)
Transfers in:			
Project related	-	-	51,804
Non-project related	-	-	29,677
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(446)</u>	<u>(446)</u>	<u>427,587</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 31,299</u>	<u>\$ 31,299</u>	<u>\$ 631,356</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)**  
**as of September 30, 2015**  
**(Unaudited)**

**Schedule 2**

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2015 (actual)	Year Ended Sept 30, 2015 (actual) (C.1)	Period from Inception through Sept 30, 2015 (actual) (D.1)	Period from October 1, 2015 through March 31, 2014 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 68,829	\$ 68,829	\$ 1,218,201	\$ 14,358,700	\$ 15,576,901
Operating interest	1,593	1,593	12,624	225,040	237,664
Subtotal	<u>70,422</u>	<u>70,422</u>	<u>1,230,825</u>	<u>14,583,740</u>	<u>15,814,565</u>
Other agencies share of M2 costs	14	14	379	-	379
Miscellaneous	-	-	7	-	7
Total revenues	<u>70,436</u>	<u>70,436</u>	<u>1,231,211</u>	<u>14,583,740</u>	<u>15,814,951</u>
<b>Administrative expenditures:</b>					
SBOE fees	881	881	13,198	215,467	228,665
Professional services	232	232	9,384	97,991	107,375
Administration costs :					
Salaries and Benefits	771	771	15,846	143,564	159,410
Other	1,114	1,114	23,073	204,596	227,669
Other	4	4	3,686	24,741	28,427
Capital outlay	-	-	31	-	31
Environmental cleanup	2,417	2,417	10,979	287,174	298,153
Total expenditures	<u>5,419</u>	<u>5,419</u>	<u>76,197</u>	<u>973,533</u>	<u>1,049,730</u>
Net revenues	<u>\$ 65,017</u>	<u>\$ 65,017</u>	<u>\$ 1,155,014</u>	<u>\$ 13,610,207</u>	<u>\$ 14,765,221</u>
<hr/>					
(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	2,922	2,922	29,488	25,760	55,248
Interest revenue from debt service funds	1	1	45	54	99
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,923</u>	<u>2,923</u>	<u>388,519</u>	<u>1,475,814</u>	<u>1,864,333</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,776	12,340	16,116
Bond debt principal	-	-	19,875	1,788,652	1,808,527
Bond debt and other interest expense	10,799	10,799	104,723	1,406,306	1,511,029
Total financing expenditures and uses	<u>10,799</u>	<u>10,799</u>	<u>128,374</u>	<u>3,207,298</u>	<u>3,335,672</u>
Net bond revenues (debt service)	<u>\$ (7,876)</u>	<u>\$ (7,876)</u>	<u>\$ 260,145</u>	<u>\$ (1,731,484)</u>	<u>\$ (1,471,339)</u>



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of September 30, 2015**  
**(Unaudited)**

**Schedule 3**

Project Description	Net Revenues through Sept 30, 2015	Total Net Revenues
(G) (\$ in thousands)	(H)	(I)
<b>Freeways (43% of Net Revenues)</b>		
A I-5 Santa Ana Freeway Interchange Improvements	\$ 45,526	\$ 581,973
B I-5 Santa Ana/SR-55 to El Toro	29,078	371,720
C I-5 San Diego/South of El Toro	60,732	776,377
D I-5 Santa Ana/San Diego Interchange Upgrades	24,990	319,466
E SR-22 Garden Grove Freeway Access Improvements	11,623	148,589
F SR-55 Costa Mesa Freeway Improvements	35,451	453,196
G SR-57 Orange Freeway Improvements	25,058	320,333
H SR-91 Improvements from I-5 to SR-57	13,561	173,354
I SR-91 Improvements from SR-57 to SR-55	40,343	515,727
J SR-91 Improvements from SR-55 to County Line	34,115	436,108
K I-405 Improvements between I-605 to SR-55	103,913	1,328,384
L I-405 Improvements between SR-55 to I-5	30,967	395,865
M I-605 Freeway Access Improvements	1,937	24,765
N All Freeway Service Patrol	14,529	185,736
Freeway Mitigation	24,833	317,452
Subtotal Projects	496,656	6,349,045
Net (Bond Revenue)/Debt Service	-	-
<b>Total Freeways</b>	<b>\$ 496,656</b>	<b>\$ 6,349,045</b>
<b>Street and Roads Projects (32% of Net Revenues)</b>		
O Regional Capacity Program	\$ 115,503	\$ 1,476,541
P Regional Traffic Signal Synchronization Program	46,199	590,590
Q Local Fair Share Program	207,903	2,657,740
Subtotal Projects	369,605	4,724,871
Net (Bond Revenue)/Debt Service	-	-
<b>Total Street and Roads Projects</b>	<b>\$ 369,605</b>	<b>\$ 4,724,871</b>
<b>Transit Projects (25% of Net Revenues)</b>		
R High Frequency Metrolink Service	\$ 103,399	\$ 1,321,805
S Transit Extensions to Metrolink	101,961	1,303,427
T Metrolink Gateways	23,104	295,357
U Expand Mobility Choices for Seniors and Persons with Disabilities	34,646	442,904
V Community Based Transit/Circulators	23,094	295,226
W Safe Transit Stops	2,549	32,586
Subtotal Projects	288,753	3,691,305
Net (Bond Revenue)/Debt Service	-	-
<b>Total Transit Projects</b>	<b>\$ 288,753</b>	<b>\$ 3,691,305</b>
<b>Measure M2 Program</b>		
	<b>\$ 1,155,014</b>	<b>\$ 14,765,221</b>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of September 30, 2015**  
**(Unaudited)**

*Schedule 3*

Expenditures through Sept 30, 2015 (J)	Reimbursements through Sept 30, 2015 (K)	Net M2 Cost (L)
\$ 2,435	\$ 2	\$ 2,433
3,814	1,439	2,375
59,368	14,504	44,864
1,696	527	1,169
4	-	4
6,742	23	6,719
44,477	9,823	34,654
26,105	503	25,602
12,067	912	11,155
6,915	5,294	1,621
36,961	3,192	33,769
3,003	44	2,959
611	16	595
113	-	113
43,836	1,688	42,148
248,147	37,967	210,180
27,644	-	27,644
<u>\$ 275,791</u>	<u>\$ 37,967</u>	<u>\$ 237,824</u>
		26.7%
\$ 508,484	\$ 255,183	\$ 253,301
16,703	1,257	15,446
<u>193,635</u>	<u>77</u>	<u>193,558</u>
718,822	256,517	462,305
<u>32,178</u>	<u>-</u>	<u>32,178</u>
<u>\$ 751,000</u>	<u>\$ 256,517</u>	<u>\$ 494,483</u>
		55.4%
Expenditures through Sept 30, 2015 (J)	Reimbursements through Sept 30, 2015 (K)	Net M2 Cost (L)
\$ 157,099	\$ 88,668	\$ 68,431
4,252	1,775	2,477
98,210	60,956	37,254
32,143	17	32,126
1,083	99	984
41	26	15
<u>292,828</u>	<u>151,541</u>	<u>141,287</u>
<u>18,720</u>	<u>-</u>	<u>18,720</u>
<u>\$ 311,548</u>	<u>\$ 151,541</u>	<u>\$ 160,007</u>
		17.9%
<u>\$ 1,338,339</u>	<u>\$ 446,025</u>	<u>\$ 892,314</u>

*Continues on following page*

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of September 30, 2015**  
**(Unaudited)**

**Schedule 3**

<u>Project Description</u> (G) (\$ in thousands)	<u>Revenues through Sept 30, 2015</u> (H.1)	<u>Total Revenues</u> (I.1)
<b>Environmental Cleanup (2% of Revenues)</b>		
X Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 24,617	\$ 316,291
Net (Bond Revenue)/Debt Service	-	-
<b>Total Environmental Cleanup</b> %	<u>\$ 24,617</u>	<u>\$ 316,291</u>
<b>Taxpayer Safeguards and Audits</b>		
Collect Sales Taxes (1.5% of Sales Taxes) %	<u>\$ 18,273</u>	<u>\$ 233,654</u>
<u>Oversight and Annual Audits (1% of Revenues)</u> %	<u>\$ 12,308</u>	<u>\$ 158,146</u>

Continues on following page

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of September 30, 2015**  
**(Unaudited)**

*Schedule 3*

Expenditures through Sept 30, 2015 (J)	Reimbursements through Sept 30, 2015 (K)	Net M2 Cost (L)
<u>\$ 10,979</u>	<u>\$ 292</u>	<u>\$ 10,687</u>
<u>31</u>	<u>-</u>	<u>31</u>
<u>\$ 11,010</u>	<u>\$ 292</u>	<u>\$ 10,718</u> 0.9%
<u>\$ 13,198</u>	<u>\$ -</u>	<u>\$ 13,198</u> 1.1%
<u>\$ 15,846</u>	<u>\$ 3,538</u>	<u>\$ 12,308</u> 1.0%

# Measure M2

Progress Report

LOCAL FAIR SHARE



## M2 FUNDS

ENTITY	1st Quarter FY 2015/16	FUNDS TO DATE
ALISO VIEJO	\$94,242.27	\$2,408,289.90
ANAHEIM	\$822,761.66	\$20,753,764.40
BREA	\$134,483.00	\$3,516,981.97
BUENA PARK	\$233,359.55	\$5,682,014.26
COSTA MESA	\$342,054.47	\$8,727,627.19
CYPRESS	\$127,026.57	\$3,287,686.83
DANA POINT	\$76,892.24	\$1,998,718.09
FOUNTAIN VALLEY	\$149,247.96	\$3,828,724.17
FULLERTON	\$313,153.95	\$7,934,223.45
GARDEN GROVE	\$356,470.93	\$9,109,824.62
HUNTINGTON BEACH	\$464,206.13	\$11,846,150.23
IRVINE	\$646,862.92	\$15,770,504.62
LAGUNA BEACH	\$59,932.75	\$1,543,718.82
LAGUNA HILLS	\$81,740.38	\$2,085,412.42
LAGUNA NIGUEL	\$158,665.14	\$4,101,591.76
LAGUNA WOODS	\$30,810.29	\$789,551.15
LA HABRA	\$125,652.26	\$3,245,653.43
LAKE FOREST	\$187,420.66	\$4,756,747.77

# Measure M2

Progress Report  
LOCAL FAIR SHARE



## M2 FUNDS

ENTITY	1st Quarter FY 2015/16	FUNDS TO DATE
LA PALMA	\$41,760.33	\$1,084,955.61
LOS ALAMITOS	\$31,022.24	\$788,190.20
MISSION VIEJO	\$224,355.86	\$5,724,169.65
NEWPORT BEACH	\$263,438.80	\$6,674,965.05
ORANGE	\$394,872.21	\$9,966,588.74
PLACENTIA	\$114,156.81	\$2,886,059.71
RANCHO SNATA MARGARITA	\$101,472.02	\$2,592,015.66
SAN CLEMENTE	\$132,232.54	\$3,381,512.83
SAN JUAN CAPISTRANO	\$91,218.99	\$2,321,653.62
SANTA ANA	\$665,861.13	\$16,862,500.72
SEAL BEACH	\$58,467.17	\$1,591,676.41
STANTON	\$72,075.49	\$1,842,459.93
TUSTIN	\$213,342.49	\$5,377,437.83
VILLA PARK	\$12,510.87	\$317,464.56
WESTMINSTER	\$204,320.32	\$5,210,182.38
YORBA LINDA	\$144,168.71	\$3,647,022.81
COUNTY UNINCORPORATED	\$444,197.65	\$11,040,659.03
<b>TOTAL M2 FUNDS</b>	<b>\$7,614,456.76</b>	<b>\$192,696,699.82</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	\$91.9	<b>Jun-09</b>	<b>Oct-11</b>	<b>Oct-13</b>	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	<b>Jun-09</b>	<b>Oct-11</b>	<b>May-13</b>	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$66.0	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	Dec-17
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$79.3	<b>Sep-05</b>	<b>Jun-09</b>	<b>Dec-11</b>	Dec-15
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>	Sep-16
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	<b>Oct-11</b>	<b>May-14</b>	Jan-18	Apr-22
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>	Jun-17	Mar-22
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>	Jun-18	Sep-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Nov-16	Oct-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	<b>May-14</b>	Jan-18	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	\$36.9	<b>Jun-11</b>	<b>Apr-15</b>	Mar-17	Feb-20

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Jul-16	Sep-19	Jul-23
SR-55, I-5 to SR-91	TBD	TBD	TBD	TBD	TBD
Project F	TBD	May-16	Nov-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Dec-15	Dec-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	Apr-15
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	Aug-17
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$53.1	Aug-05	Dec-07	Jul-09	Nov-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.7	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Feb-16	Aug-17
SR-57 (NB), Lambert to Tonner Canyon (On Hold)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-16	May-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$63.5	Jul-07	Jun-10	Apr-12	Jul-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	May-16	Dec-17

\*For detailed project status 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>	Oct-18	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.1	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$79.9	<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	Aug-17	TBD	TBD
Project L	TBD	<b>Dec-14</b>	Dec-17	TBD	TBD
I-405 Southbound, SR-133 to University Dr.	TBD	Mar-15	Aug-16	TBD	TBD
Project L	\$16.4	<b>Mar-15</b>	Aug-16	Jun-17	Feb-19
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,700.0**	<b>Mar-09</b>	<b>May-15</b>	Nov-15	Oct-22
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS:</b>					
Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.8	N/A	<b>Sep-03</b>	<b>Jul-10</b>	Oct-15
Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$116.5	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	Aug-18

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

46 \*\*Project cost will undergo a rigorous review through the FHWA required Cost Estimate Review (CER) process which will take place early 2016.

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.7	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.3	<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	\$63.7	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-10</b>	<b>Dec-14</b>
Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.4	<b>Jan-01</b>	<b>Sep-09</b>	<b>Oct-11</b>	Sep-16
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$98.3	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-11</b>	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$99.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jan-13</b>	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	<b>Oct-14</b>	Jun-16	TBD	TBD
<b>RAIL AND STATION PROJECTS:</b>					
Rail-Highway Grade Crossing Safety Enhancements	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.3	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
Project R	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	Jul-16	Apr-19

\*For detailed project status 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 Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	<b>Jan-09</b>	TBD	TBD	TBD
OC Streetcar	TBD	Aug-09	Mar-12	TBD	TBD
Project S	\$297.3	<b>Aug-09</b>	<b>Mar-15</b>	May-17	Jun-20
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
Project R	TBD	<b>Jan-03</b>	<b>May-07</b>	<b>Feb-11</b>	TBD
Anaheim Canyon Station	TBD	TBD	TBD	TBD	TBD
Project R	\$21.0	Dec-15	Jan-17	Nov-18	Jul-20
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
Project R	\$18.6	<b>Dec-09</b>	Jan-16	Jan-16	Jun-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
Project R	\$4.0	N/A	N/A	<b>Dec-13</b>	Sep-16
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Feb-16
Project R	\$3.8	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jul-15</b>	Feb-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 status information, please refer to the individual project section within this report.



LOS ANGELES

SAN BERNARDINO

# ORANGE COUNTY

*California*

RIVERSIDE

SAN DIEGO

