




**June 6, 2016**

**To:** Executive Committee

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

**Subject:** Measure M2 Quarterly Progress Report for the Period of January 2016 through March 2016

**Overview**

Staff has prepared a Measure M2 quarterly progress report for the period of January 2016 through March 2016, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

**Recommendation**

Receive and file as an information item.

**Background**

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance which defines all the requirements for implementing the Plan. Ordinance No. 3 designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring OCTA's contract with the voters is followed.

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

### ***Discussion***

This quarterly report reflects current activities and progress across all M2 programs for the period of January 1, 2016 through March 31, 2016 (Attachment A).

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

### **M2020 Plan Progress**

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 moving forward towards delivery as adopted by the Board. The Program Management Office (PMO), working closely with OCTA's division directors and project managers, will continue to monitor and analyze risks associated with delivering the M2 program of projects. Staff will continue to keep the Board informed on these challenges through Capital Programs metrics staff reports, separate project-specific staff reports, and these quarterly progress reports.

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

### **M2 Sales Tax Forecast Update and M2020 Plan Review**

During the quarter, the Board directed staff to revisit current M2 sales tax revenue forecasting methodology, based on concerns over sales tax revenue actuals coming in lower than projections over the last three years. On March 28, 2016, the Board approved a new forecasting methodology as part of the fiscal year 2016-17 budget development process utilizing MuniServices Inc.'s forecast for the first five years and the three-university forecast (average of California State University of Fullerton, University of California Los Angeles, and Chapman University) for the remaining years. This is a more conservative approach than the prior practice of solely using the average of the three universities' projections. This change has reduced the overall M2 revenue forecast for the 2011-2041 period, from \$15.6 billion to \$14.8 billion. As a result, staff is updating all M2 program cash flows based on the new forecast information. An update on these cash flows and their impact on the M2020 Plan will be presented to the Board in summer 2016.

Progress Update

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

- The Interstate 5 (I-5)/Ortega Highway interchange project was officially completed on January 15, 2016 (Project D).
- The Sand Canyon railroad grade separation undercrossing was also officially completed on January 15, 2016 (Project O).
- Inclusion of \$125 million for the OC Streetcar Project in the President's next fiscal year budget and beginning final design work took place during the quarter. Full Notice to Proceed was issued on February 1, 2016 for final design. In addition, on March 28, 2016, the Board approved the release of a request for proposals (RFP) for construction management services, selected a consultant for conceptual station and urban design plans, and authorized cooperative agreements with the cities of Garden Grove and Santa Ana for the design phase of the project (Project S).
- The sixth Environmental Cleanup Tier 1 call for projects (call) was approved by the Board on February 8, 2016, and released on February 15, 2016. The deadline for applications was set for April 15, 2016 (Project X).
- The general purpose lane on State Route 91 (SR-91) between State Route 57 (SR-57) to I-5 was opened to traffic on March 7, 2016 (Project I). Construction is anticipated to be complete next quarter.
- On March 14, 2016, the Board approved cooperative agreements with the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster for city services required during project implementation on Interstate 405 (I-405) between State Route 55 (SR-55) to Interstate 605 (I-605). On March 28, 2016, the Board approved the release of the final RFP for the design and construction of the project (Project K).
- Also on March 14, 2016, the Board unanimously approved a correction to the attachments related to the December 14, 2015, amendment to Ordinance No. 3. The correction was to the placement of the change in the Fare Stabilization Program within Project U.
- On March 28, 2016, revised Senior Mobility Program Funding and Policy Guidelines were adopted by the Board (Project U).

- Also on March 28, 2016, a consultant was selected for construction management services for the Laguna Niguel/San Juan Capistrano Passing Siding Project. The contractor has received Notice to Proceed (Project R).
- The City of Orange has environmentally cleared the Orange Metrolink Parking Structure Project through a Notice of Determination under the California Environmental Quality Act, and has requested OCTA to assume the lead agency role for construction. OCTA staff is currently reviewing the plans, cost estimate, and delivery schedule. It is anticipated that a cooperative agreement between the City of Orange and OCTA will be brought to the Board on May 23, 2016 (Project R).

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

- On April 11, 2016, the Board approved programming \$38 million in Regional Capacity Program funds (Project O) to 19 local agency projects, and \$12.43 million in Regional Traffic Signal Synchronization Program funds (Project P) to seven local agency projects as part of the 2016 Project O and Project P call.
- On April 11, 2016, a consultant was selected for preparation of the project report/environmental document for the I-605/Katella Avenue Interchange Project (Project M) and SR-55 Improvement Project, between I-5 and SR- 91 (Project F).
- On April 29, 2016, OCTA issued a Notice to Proceed for the environmental phase on SR-57 project between Orangewood and Katella (Project G).
- On April 15, 2016, OCTA received 29 applications for the sixth Environmental Cleanup Tier 1 call. Staff is reviewing the applications and plans to bring a recommendation to the Board in late summer 2016 (Project X).

A critical factor in delivering M2 freeway projects is to ensure project scope, schedules, and budgets remain on target. Project scope increases, project delays, and resulting cost increases can quickly affect project delivery and have a cascading effect on other activities. In light of the recent reduction in sales tax revenue forecast, this factor is even more significant.

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

The focus on managed lanes conflicts with the public's expectations for some M2 projects. It may also result in inconsistencies with the existing and draft Regional Transportation Plan/Sustainable Communities Strategy even though these documents achieve the GHG emission reduction goals, established by the California Air Resources Board pursuant to SB 375 (Chapter 728, Statutes of 2008). Navigating this challenge by working closely with Caltrans will be important moving forward with the M2 Freeway Program.

In particular, this policy shift is affecting OCTA's ability to move forward with delivery on the SR-55 project, between I-5 and I-405. The draft environmental report was completed, and OCTA staff believes alternative 3, which would add a GP lane, is superior to the other alternatives and meets the intent of M2. Alternative 3 is consistent with the Regional Transportation Plan, the Federal Transportation Improvement Program, and is fundable with M2. Caltrans has expressed support for alternative 4, which would build a second HOV lane rather than a GP lane. OCTA is seeking a decision from Caltrans on the preferred alternative and has requested that Caltrans schedule the project development team (PDT) to discuss and make a decision on the preferred alternative.

On May 6, 2016, Caltrans sent OCTA staff a letter requesting a meeting to discuss their intent to revisit the alternatives and modify alternative 3 to include a second HOV lane. This modification would add at least another year to the already delayed project, as well as additional cost. The original schedule had the environmental phase completing in early 2014. OCTA staff is requesting Caltrans set up the PDT so that a formal determination can be made on this project. If Caltrans chooses an alternative that goes beyond what is consistent with M2, then a discussion with the Board would need to take place to determine the next step for this project.

A new challenge that the program is facing is related to the reduction in Orange County's share of State Transportation Improvement Program (STIP) funding of \$42.2 million and the revised M2 sales tax revenue forecasting methodology discussed above which resulted in an \$800 million drop in M2 sales tax revenue projections through 2041.

Due to a shortfall in state funding, the California Transportation Commission (CTC) required OCTA to reduce the Orange County STIP program of projects by \$42.2 million. This change is driven by the drop in the price-based excise tax to ten cents/gallon. The CTC required all agencies, including OCTA, to revisit each county's STIP program of projects and submit revised projects.

Final reductions were approved by the CTC at the May 2016 meeting. While staff worked to keep the impact to M2 to a minimum, the reduction eliminated state funding for one M2 project and delayed funding for two others. The impacts related to the STIP reduction will be included in the cash flow analysis update currently underway on all M2 programs. As stated earlier, an update on the M2 program cash flows and analysis on the M2020 plan delivery will be presented to the Board in summer 2016.

***Summary***

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

***Attachment***

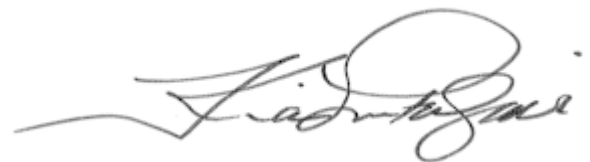
- A. Measure M2 Progress Report – Third Quarter of Fiscal Year 2015-16 – January 1, 2016 through March 31, 2016

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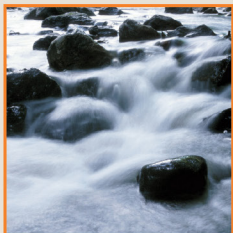
- THIRD QUARTER HIGHLIGHTS:**
- Freeway Projects
  - Streets and Roads
  - Environmental Cleanup & Water Quality
  - Freeway Mitigation Program
  - Finance Matters
  - Program Management Office
  - Summary

# Measure M2

## Progress Report



Third Quarter of Fiscal Year 2015-16  
 January 1, 2016 through March 31, 2016





### SUMMARY

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

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





# Measure M2

## Progress Report

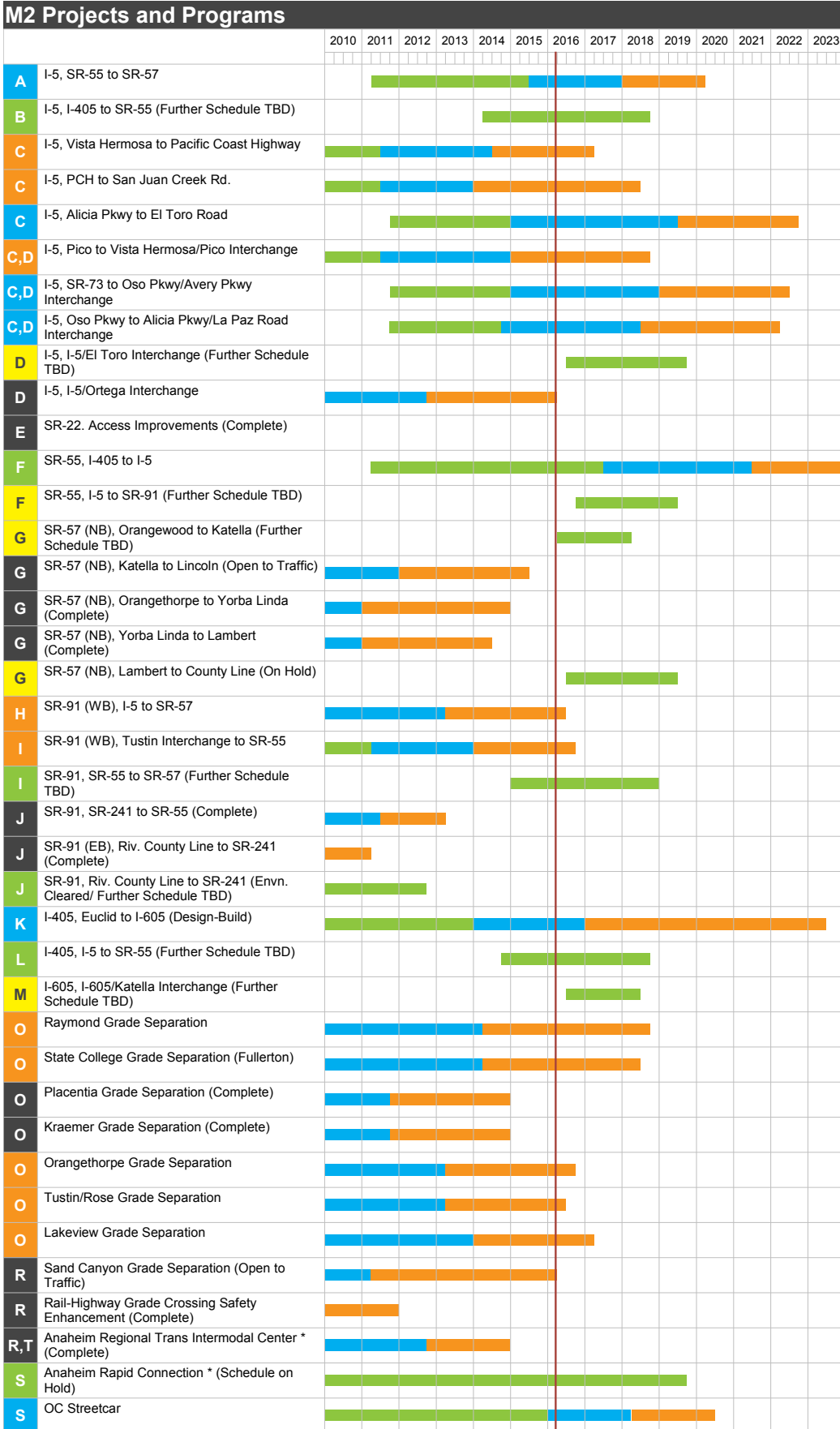
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### Project Schedules



\*Projects managed by local agencies.

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

Shown schedules are subject to change.

# Measure M2

## Progress Report

### M2 DELIVERY RISK UPDATE



**Key:**

- One to Watch
- At Risk

## M2 Delivery Risk Update

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

	Delivery Risk	Explanation	Proposed Action
1	Delay in project phases affecting overall costs and ability to deliver projects. Caltrans and OCTA maintain varying perspectives with regard to freeway program delivery.	A critical factor in delivering M2 is keeping project costs and schedules on target. Caltrans and OCTA must remain coordinated, despite varying goals. OCTA is the funding agency, whose M2 mandate is to deliver projects promised to the voters while limiting impacts to the community. Caltrans' strategy is to address ultimate need for long-term solutions whenever possible. The challenge is how to balance these strategies.	OCTA and Caltrans will work together to find common ground and allow for project delivery, which is critical to the success of both agencies. Projects experiencing delays will continue to be highlighted in these quarterly reports as well as divisional metric reports as appropriate. If a project is nearing a critical delay, a separate and specific project staff report will be presented to the Board to ensure awareness.
2	Availability of specialized staff given the scope of right-of-way (ROW) activities for the various freeway construction activities.	Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk. 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.	The heavy demand on Caltrans' ROW resources will be a challenge for early acquisition. This is further challenged by a change in meeting frequency by the California Transportation Commission, a necessary step in ROW settlement. OCTA and Caltrans will need to work closely to address the risk associated with Caltrans' limited ROW resources.
3	Availability of management and technical capabilities to deliver/operate future rail guideway projects.	The OCTA Board has selected a project management consultant for the upcoming engineering and construction phases of the OC Streetcar project, who will assist with the development of plans related to project delivery, management and operations.	OCTA's Project Management Plan demonstrates OCTA has the technical and management capacity to construct and operate the OC Streetcar. Since submission of the Plan to FTA, the project has received a "medium-high" overall rating. Entry into engineering is expected in summer 2016.
4	Changes in priorities over the life of the program.	The Plan of Finance adopted by the Board in 2012 included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.	Staff regularly monitors Plan performance and delivery constraints, and will highlight particular concerns as appropriate.
5	Decline in forecasted M2 revenues creates a need to rely on external funding to deliver the M2 Program.	For the last 3 years, the 3-University Forecast has reflected a higher forecast than actual sales tax revenue receipts. The Board asked Staff to look into a more conservative forecasting method to ensure the M2 Program was accurately reflected in terms of delivery. As a result of this change in forecasting methodology, the projected sales tax dropped by \$800 million. The Program is still on target for delivery in spite of reductions in Measure M funding as well as some external funding (such as STIP) and increasing construction and support costs.	Using the new forecast to update M2 program cash flows, staff is preparing an M2020 Update to bring to the Board in summer to determine what is needed and proposed in external funds required to deliver the M2 program as promised to voters.



## M2020 Plan Update

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

On September 10, 2012, the OCTA Board of Directors (Board) approved the M2020 Plan which is an eight-year plan that outlines projects and programs for all modes of transportation to be delivered on an expedited schedule between now and the year 2020. The plan also positions OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed. Below is a summary of our progress towards meeting the eight-year objectives.

### Progress Update

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

### M2020 Plan Objectives

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

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

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

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

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

To date, OCTA has awarded local agencies nearly \$246 million in Project O and Project P funds and has paid out over \$74.6 million (or approximately 30 percent) of the awarded funding for local streets and roads improvements. 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

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\$1.2 billion to date. In addition, since inception, approximately \$218 million of Local Fair Share funds (Project Q) has already been distributed to local agencies. Approximately \$51 million will be distributed this fiscal year, and this amount is expected to grow annually.

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

Through M2 Calls for Projects, more than 2,000 signals will be designated for improvements. To date, OCTA and local agencies have synchronized more than 1,400 intersections along more than 350 miles of streets. The signal program will meet the target early (prior to 2020) of synchronizing at least 2,000 signalized intersections by 2017.

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

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

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

The Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (Metro) and OCTA continue to work together to secure approval of a Memorandum of Understanding (MOU) with Burlington Northern Santa Fe (BNSF) Railway, which is necessary to operate train service on BNSF-owned tracks. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad rights of way. Special counsel has been brought in to assist in these discussions. From a ridership perspective, data through March 2016 continues to show ridership is growing on MSEP as a result of the April 2015 schedule changes that improve intra-county train utilization. These changes include the new 91 Line connection at Fullerton which allows for a later southbound peak evening departure from Los Angeles to Orange County.

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

Two fixed guideway projects have received Board approval for funding through preliminary engineering: OC Streetcar and Anaheim Rapid Connection (ARC). 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 OC Streetcar project development/construction. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim for the ARC project and approximately \$11 million to the City of Santa Ana for OC Streetcar, totaling approximately \$29 million.

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

The City of Anaheim led the construction effort to build the Anaheim Regional Transportation Intermodal Center (ARTIC), which was opened to rail and bus service on December 6, 2014. A ribbon cutting ceremony was held on December 8, 2014, with a grand opening celebration on December 13, 2014. The City of Anaheim also issued a Notice of Substantially Complete at that time. This facility replaced the former Anaheim Station that was located on the opposite side of the freeway.

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

To date, approximately \$37 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 November 23, 2015, the Board approved up to \$20 million for the second Call for Projects. OCTA received 23 applications for funding requesting more than \$30 million in Measure M funds in February. OCTA staff is currently reviewing applications for consistency with the Project V guidelines, and will return to the Board with programming recommendations next quarter in June.

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

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

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

The Final Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) along with the Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) document are anticipated to be brought to the Board for adoption in mid-2016. Separate preserve-specific Resource Management Plans (RMP's) for the five Preserves within Trabuco and Silverado Canyons were released in November and the comment period closed on February 8, 2016. These RMP's are currently being finalized and will determine the appropriate management needs (consistent with the NCCP/HCP) for each of the Preserves. The two remaining Preserves (Hayashi and Aliso Canyon) will be the subject of future releases and will follow a similar process. Docent-led public access events will continue to be held. A list of scheduled 2016 wilderness Preserve hiking and equestrian riding tours is available on the M2 website at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

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

To date, there have been five rounds of funding under the Tier 1 grants program. A total of 122 projects in the amount of over \$14 million have been awarded by the OCTA Board since 2011. The sixth Tier 1 Call for Projects was approved by the Board for up to \$2.76 million on February 8, and the call was released on February 15, 2016.

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

There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects totaling almost \$28 million have been awarded by the OCTA Board since 2013. Approximately \$10 million remains for a third Call for Projects, which is anticipated to occur in mid-2017.



## Interstate 5 (I-5) Projects

### Project A

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

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

**Status:** Design Phase Underway

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

### Project B

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro "Y" and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the consultant continued working on technical studies and responding to Caltrans comments on Traffic Forecast Volumes which delayed this project by another month. The lengthiness of the decision-making process on traffic methodology has impacted this project by delaying aspects of the environmental phase, placing the project more than one year behind its original schedule. The final Environmental Document is expected to be complete in August of 2018.





## Project C & Part of Project D

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

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

**Status:** Design Phase Underway

**Summary:** This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction from Avery Parkway to Oso Parkway and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, work on 65 percent Engineering Plans, Specifications & Estimates (PS&E) continued, with planned submittal to Caltrans by June 2016. Staff coordinated and obtained consensus from stakeholders on the bridge aesthetics design, project right of way requirements have been finalized, and staff also continued to work with Caltrans regarding right-of-way support services. The Right-of-Way Cooperative Agreement between OCTA and Caltrans that was approved by the Board in October for approval is expected to be fully executed next quarter. Design work is anticipated to be complete in mid-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, with the 65 percent PS&E submitted in March. Major activities this quarter included continued coordination with local cities and stakeholders on the aesthetics concept plan, off-site sound walls, and service contract coordination with Southern California Rail Road Association (SCRRA). The Right-of-Way Cooperative Agreement between OCTA and Caltrans that was approved by the Board in October for approval is expected to be fully executed next quarter. 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:** Design Phase Underway

**Summary:** This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from Alicia Parkway to El Toro Road. Major activities this quarter included continued coordination with local cities and stakeholders on the aesthetics concept plan, and the continued development of a plan to address potential impacts to Avenida De La Carlota and Southern California Edison power lines therein. All comments for the 35 percent PS&E submittal were received with responses provided and additional coordination, as needed. The Right-of-Way Cooperative Agreement between OCTA and Caltrans that was approved by the Board in October for approval is expected to be fully executed next quarter. The 65 percent PS&E is scheduled for submittal in August 2016.

# 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, construction of abutments for the westerly half of Avenida Pico undercrossing were completed, temporary support for the bridge superstructure and retaining walls on either side and in Avenida Pico have begun. Construction is now 30 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. Highlights from the quarter include progress on the Avenida Vaquero bridge widening. Crews removed falsework and completed deck and closure pours for the new bridge. Crews will continue work to pave the slope and construct new approach slabs in the coming months. Work is ongoing on 13 retaining walls and sound walls, on both sides of the freeway, with most of the retaining walls complete. Next, crews will begin constructing block wall for all of the sound walls. In March, Hot Mix Asphalt (HMA) paving began on the project. Construction is 51 percent complete and is scheduled to be 100 percent complete in early 2017.

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

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

**Status:** Construction Underway

**Summary:** This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began in March 2014. This quarter, critical path work continued with Retaining Wall 349. A soil issue identified in Fall 2015 that was brought to the Board will delay project completion time. As a result, this project is marked "red" in the Capital Action Plan, signifying a delay of at least three months, with a revised completion date extending at least 19 months past original schedule (September 2016). Work on the northbound I-5 on-ramp from PCH/Camino Las Ramblas continued with all drainage systems being completed, placement of Hot Mix Asphalt (HMA) for Stage 1 and 2 including PCH to SB I-5 connector, all approach slabs were placed for Bridges and barrier rail for RW 387 and Camino Capistrano were completed this quarter. Construction work is 68 percent complete (with structure work being 80 percent complete), and anticipated project completion by April 2018.



## Project D

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

### I-5 El Toro Road Interchange

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

**Status:** PSR/PDS Document Complete

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

### I-5/ Ortega Highway Interchange



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

**Status:** PROJECT COMPLETE

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

## State Route 22 (SR-22) Project

## Project E

### SR-22 Access Improvements



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

**Status:** PROJECT COMPLETE

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



## State Route 55 (SR-55) Projects

### Project F

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

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

**Status:** Environmental Phase

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

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

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

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

**Summary:** The Project Study Report/Project Development Support (PSR/PDS) was signed by Caltrans on January 12, 2015, completing the project initiation document phase. Once implemented, this project will add capacity between I-5 and SR 22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. All of the project alternatives in the draft PSR/PDS document include the addition of one general purpose lane in each direction between SR-22 and Fourth Street and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. Procurement for the environmental phase is underway with consultant selection recommendation anticipated in April. The Environmental Phase is anticipated to begin in September 2016 and be complete in 2019.



## State Route 57 (SR-57) Projects

### Project G

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

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

**Status:** Conceptual Phase Complete

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

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

**Summary:** This project increased capacity and improved operations on northbound SR-57 with a new 2.5-mile northbound general-purpose lane between Orangethorpe Avenue in Placentia to Yorba Linda Boulevard in Fullerton. In addition to the new lane, capital improvements include reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. Final traffic striping on this segment was completed and the new general purpose lane was opened to traffic on April 27, 2014. The project was completed on November 6, 2014.

# Measure M2

## Progress Report

### FREEWAYS



*Project G continued from previous page...*

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

**Status:** PROJECT COMPLETE



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

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

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

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

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

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

## State Route 91 (SR-91) Projects

### Project H

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

**Status:** Construction Underway

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

**Summary:** This project will add capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provide operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. This quarter, miscellaneous paving and concrete work was completed. Construction is approximately 99 percent complete and is anticipated to be 100 percent complete by next quarter. Additional consultant-supplied construction management services was approved by the Board to meet the current construction completion timeline. The general purpose lane was opened to traffic the second week of March. Punch list work will be completed by mid-May.



## Project I

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

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

**Status:** Construction Underway

**Summary:** This project will improve traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, miscellaneous drainage, paving and concrete work was completed. Construction is approximately 90 percent complete. The project is anticipated to be complete in mid-2016.

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will improve traffic flow and operations along SR-91 within the cities of Fullerton and Anaheim. The study will look at the addition of one general purpose lane eastbound between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. This quarter, the consultant continued working on technical documents. Project schedule milestones for the environmental phase and beyond will not be revisited until the SR-91/SR-55 connector study is completed. If added to the project scope, connector improvements would expand the project's limits. No funding has been 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. Due to Caltrans requiring extra work for the unfunded study, this project has been delayed by more than one year from its original schedule.

## Project J

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

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

**Status:** PROJECT COMPLETE



**Summary:** Complete in January 2011, this segment added six miles through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71. The project improves mobility and operations by reducing

# Measure M2

## Progress Report

### FREEWAYS



*Project J continued from previous page...*

traffic weaving from traffic exiting at SR-71 and Green River Road. An additional eastbound general purpose lane on SR-91 was added and all existing eastbound lanes and shoulders were widened. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act (ARRA) funding for this M2 project, saving M2 revenues for future projects.

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

**Status:** PROJECT COMPLETE



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

**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)**

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

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

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





## Interstate 405 (I-405) Projects

### Project K

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

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

**Status:** Design-Build Procurement Underway

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

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

On March 14, 2016, the Board approved cooperative agreements for city services required during project implementation with the cities of Costa Mesa, Fountain Valley, Huntington Beach, and Westminster. On March 28, 2016, the Board approved the release of the final request for proposals (FRFP) for the design and construction of the project. The FRFP was released to the short-listed teams.

During the quarter, work continued on cooperative agreements with Seal Beach, OCFCD, and OCSD. Work also continued on right of way acquisition, utility coordination, environmental re-validation and permitting. Other activities include grant applications (TIGER and FASTLANE), CTC application and approval of OCTA tolling authority, FHWA Major Project Deliverables, OCTA/Caltrans operating toll agreement, traffic and revenue study and finance plan, and TIFIA loan pursuit.

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



## Project L

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

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

**Status:** Environmental Phase Underway

**Summary:** This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant continued working on technical studies. The lengthiness of the decision-making process on traffic methodology impacted this project by delaying aspects of the environmental phase, putting the project on hold for approximately 11 months. The final Environmental Document is expected to be complete in July 2018.

## Interstate 605 (I-605) Project

## Project M

### I-605/Katella Interchange Improvements

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

**Status:** Procurement Initiated

**Summary:** This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The PSR/PDS was signed on May 11, 2015 by Caltrans Executive Management. Three alternatives were approved within the document, including modification of interchange ramps and lane configurations on Katella Avenue from Coyote Creek Channel to Civic Center Drive. With the PSR/PDS approved, the project is ready to advance to the Environmental Phase for further detailed engineering and project development efforts. The Environmental Phase is anticipated to begin in fall of 2016.



## Freeway Service Patrol

### Project N

#### Freeway Service Patrol

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

**Status:** Service Ongoing

**Summary:** M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During this quarter, the midday service provided assistance to 1,720 motorists, weekend service provided assistance to 878 motorists, and construction service provided assistance to 356 motorists. Since inception, M2 and construction-funded FSP has provided a total of 44,543 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. Twenty-seven applications were received in October 2015. OCTA has reviewed local agency applications for funding and will provide final recommendations to the OCTA Board on April 11, 2016. Since 2011, and after five completed Call for Projects, 103 projects totaling more than \$193 million have been awarded by the Board to date.

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### OC Bridges Railroad Program

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

#### Kraemer Boulevard Grade Separation



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

**Status:** PROJECT COMPLETE

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



*Project O continued from previous page...*

### Lakeview Avenue Grade Separation

**Status:** Construction Underway

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

**Summary:** The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue. Construction began on July 1, 2014. Project activities this quarter continued to include street drainage facility work, retaining walls, retaining wall panels and barrier slabs, underground electrical conduits, Connector Road grading, monitoring of surcharge embankments, and removal of parking lot asphalt. Lakeview Avenue (north of Orangethorpe Avenue) was closed to traffic on February 25, 2015, and is expected to reopen with the connector road in May 2016. Lakeview Avenue (south of Orangethorpe Avenue) was closed to through traffic on March 13, 2015 and is expected to reopen in January 2017. Local access to all businesses will continue to be maintained. Construction progress is approximately 45 percent complete and is expected to be 100 percent complete by mid-2017.

### Orangethorpe Avenue Grade Separation

**Status:** Construction Underway

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

**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 building the deck and approach slabs for the Orangethorpe Avenue bridge, and placing picket fences, barrier slabs and barrier railings. Additional activities include building retaining wall and grading on Miller Street, and placing underground electrical at the Orangethorpe Avenue/Chapman Avenue intersection. 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 was opened to traffic on March 24, 2016. Construction progress is approximately 90 percent complete and the project is expected to be 100 percent complete by mid-2016.

### Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

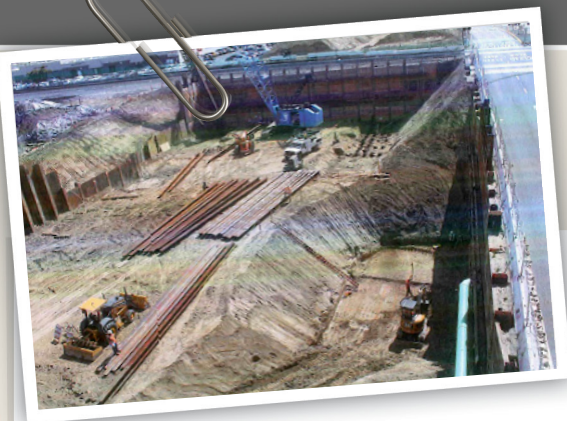


**Contact:** Rose Casey, Highways  
(714) 560-5729

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

# Measure M2

## Progress Report STREETS & ROADS



*Project O continued from previous page...*

### **Raymond Avenue Grade Separation**

**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 various street drainage facility work, sewer and waterline relocation work, pile driving for retaining wall foundation, placement of shoring for the bridge and pump station, mass excavation, and formwork for bridge foundation. The BNSF track-laying machine placed shoofly tracks (temporary bypass tracks) on June 10, 2015, and shoofly tracks were activated on October 9, 2015. Shoofly tracks will be in use through summer 2016. Construction progress is approximately 60 percent complete and is expected to be 100 percent complete in mid-2018.

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

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

**Status:** Construction Underway

**Summary:** The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter continued to include retaining wall drilling and soldier beams, shoring for pump station, excavation for bridge abutments, commence mass excavation of State College Boulevard, sewer work, removal of abandoned utilities and fabrication of bridge girders. The BNSF track-laying machine placed the shoofly tracks on June 9, 2015, and shoofly tracks were activated on October 9, 2015. Shoofly tracks will be in use through summer 2016. 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 48 percent complete and is expected to be 100 percent complete by early-2018.

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

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

**Status:** Construction Underway

**Summary:** The project located at Tustin Avenue/Rose Drive railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction for this project. On December 7, 2015, the new Tustin Avenue/Rose Drive roadway was opened to traffic. Construction activities this quarter included building rail barrier and pilasters on retaining walls and bridge, installing picket fences and street lighting, removing bridge falsework, reconstructing Orangethorpe Avenue pavement, building raised median along Orangethorpe Avenue, installing traffic signals, installing irrigation lines, and removing the temporary bypass road bridge. Construction progress is approximately 90 percent complete and is expected to be 100 percent complete by mid-2016.

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



## Project P

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

### Regional Traffic Signal Synchronization Program (RTSSP)

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

**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 750 miles of roadway and 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 more than 1,400 intersections along more than 360 miles of streets. There have been five rounds of funding to date, providing a total of 72\* projects with more than \$57\* million in funding awarded by the Board since 2011. Post-Board approval, 3 projects have been cancelled, reducing the amount of projects being implemented to 69 projects.

Sixteen Regional Traffic Signal Synchronization Program (RTSSP) projects programmed for fiscal year 2011-12 are now complete, as of March 2016. These sixteen projects, which implement signal timing and signal system improvements, synchronize 550 intersections on 151 miles of roadways.

Twenty-three RTSSP projects programmed for fiscal year 2012-13 are also complete. These projects synchronize an additional 522 intersections on 136 miles of roadways. Completion occurred 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 for 238 intersections on 59 miles of roadways by December 2016.

Seven RTSSP projects programmed for fiscal year 2015-16 remain pending with execution of administrative cooperative agreements and contract task orders underway. Funding in the amount of \$16.3 million was approved for these projects, four of which will be led by OCTA staff. These projects will synchronize an additional 310 intersections on 81 miles of roadways.

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. Thirteen project applications were submitted on October 23, 2015. Based on the selection criteria, projects will be prioritized for TAC and Board consideration next quarter in April 2016.

*\*Upon review, staff found the total number of projects and total funding amount awarded by the Board was reported incorrectly over the past year in prior M2 Quarterly Reports. All numbers have been updated starting with this report.*

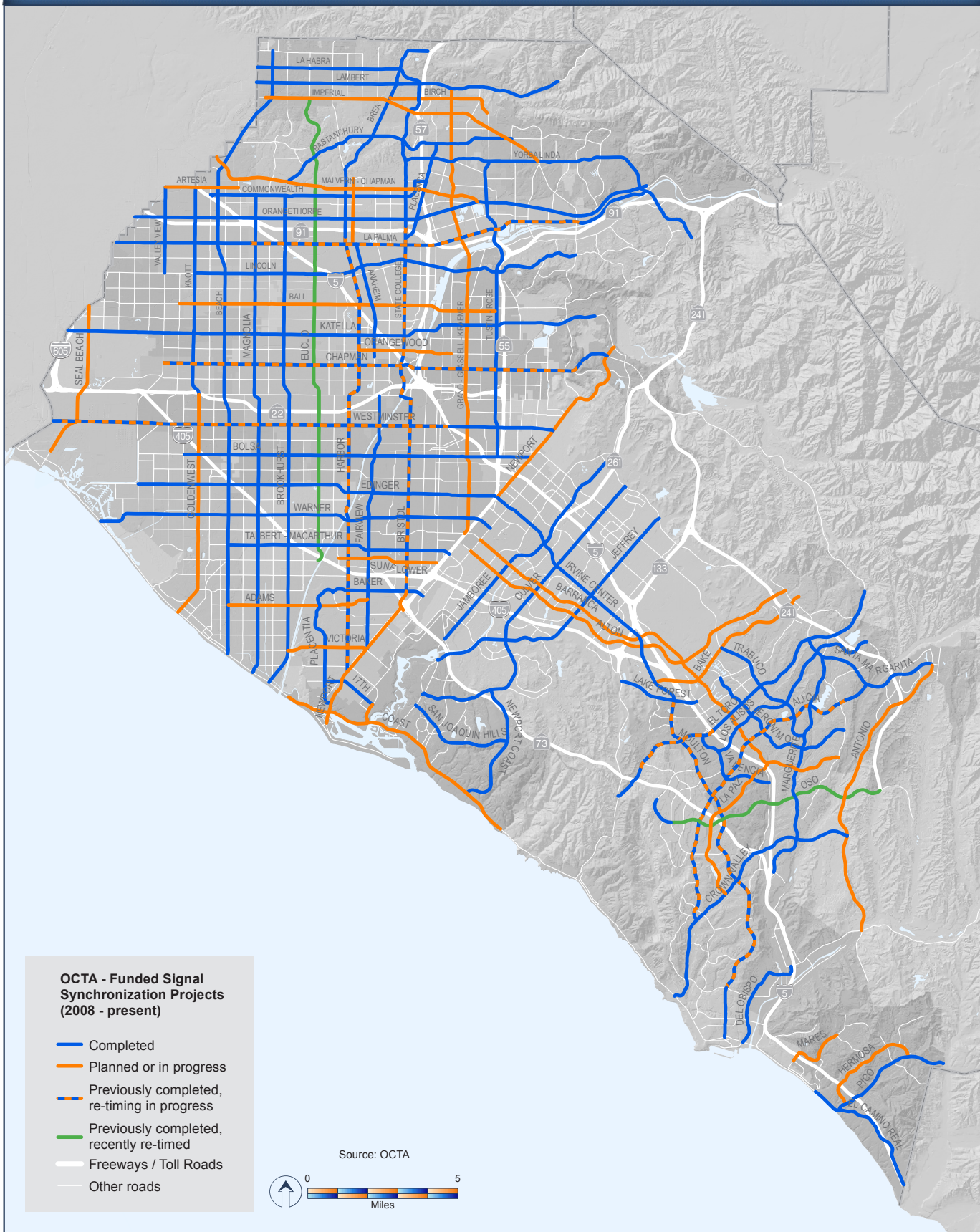
# Measure M2

Progress Report

STREETS & ROADS



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







## Project Q

### Local Fair Share Program

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

**Status:** Ongoing

**Summary:** This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$218 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

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



## 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 provided each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones within their communities.

### Metrolink Service Expansion Program

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

**Status:** Service Ongoing

**Summary:** Following the completion of the Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during midday and evening hours. Efforts to increase ridership through a redeployment of the trains, without significantly impacting operating costs have been underway since 2014. In April 2015, several schedule changes added a connection between the 91 Line and the intra-county service at Fullerton to allow a later southbound peak evening departure from Los Angeles to Orange County. Staff will continue to monitor ridership on these trains, but data through March 2016 shows ridership increased as a result of these schedule changes.

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



*Project R continued from previous page...*

### 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 have been made or are underway.

#### *Anaheim Canyon Metrolink Station*

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

#### *Laguna Niguel/Mission Viejo Station*

This quarter, the contractor for the Laguna Niguel/Mission Viejo station accessibility improvements project was given the notice to proceed. The contractor worked through various required submittals to get the project ready to start construction. The construction phase began in February 2016, and is expected to be complete in April 2017.

#### *Orange Parking Structure*

Environmental clearance and final plans for the Orange Metrolink parking structure are expected to be completed in April 2016. OCTA will be assuming the lead for construction which is expected to begin in early 2017. This project is marked “red” in the Capital Action Plan, signifying a delay of at least three months. As a result of design challenges, this project has been delayed by three years from its original schedule.

#### *San Juan Capistrano/Laguna Niguel Passing Siding Project*

During the quarter, OCTA secured a construction management firm to support the project on March 28, 2016. Additionally, the project team is working to prepare the 90 percent design plans and is working with various jurisdictions including the California Public Utilities Commission to analyze the at grade crossing modifications. Environmental surveys for birds continue to provide the necessary information to support the permit applications. This project is marked “yellow” and “red” in the Capital Action Plan, signifying a delay of at least three months. This project has been delayed by six months from its original schedule.

#### *Placentia Station*

Plans for the proposed Placentia Metrolink Station Project were near completion but the City of Placentia is requesting a parking structure be built where surface parking had been designed. Additional funding will need to be programed for this and a request to do so, along with a revised project schedule, will be presented to the OCTA Board in May 2016.

For schedule information on station improvement projects, please see the Capital Action Plan pages at the back of this report.



*Project R continued from previous page...*

### Sand Canyon Grade Separation

**Status:** PROJECT COMPLETE



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

**Summary:** The project located at Sand Canyon Avenue railroad crossing is 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. Remaining construction close-out activities were performed this quarter, including collection of quality control documents and resolution of bid quantities. The project is completed and construction completion acceptance by the City of Irvine was obtained on January 15, 2016, after which a one-year warranty period began.

## Project S

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

### Transit Extensions to Metrolink

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

### Anaheim Rapid Connection (ARC) Project

**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 raised by members of the public and business owners regarding the ROW required along Harbor Boulevard for the Locally Preferred Alternative (LPA). Modifications to the LPA being proposed by the City of Anaheim avoid impacts to the motel property that were of concern during initial scoping. A draft project description reflecting these alignment modifications, as well as supporting technical documents, was submitted to OCTA in February 2016 and staff continues to work with the City of Anaheim to address OCTA comments. In March 2016, the City of Anaheim presented the revised LPA to the Transit Committee as well as to the public as part of a community meeting held on March 17, 2016. Staff will be returning to Transit Committee in April based upon feedback provided by Committee Members on the need for a larger transit vision along Harbor Boulevard in Central Orange County. According to the revised schedule submitted by the City of Anaheim, the draft Environmental Document will be available for public review in the Fall of 2016, followed by public hearings and City Council consideration of the project. Due to the project schedule being on hold, this project is marked “red” in the Capital Action Plan, signifying a delay of at least three months.

# Measure M2

## Progress Report

### TRANSIT



*Project S continued from previous page...*

## OC Streetcar Project

**Status:** Initiation of Design Work and Finalizing Plans and Readiness Documents in preparation for Entry into Engineering

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

**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. In November 2015, a limited Notice to Proceed was issued to the Design Consultant to conduct survey work along the project corridor.

In February 2016, the OC Streetcar project achieved a significant milestone when President Obama included \$125 million for the OC Streetcar project in his fiscal year 2017 budget request to Congress. Released along with the President's Budget was FTA's Annual New Starts Report that provides the backup justification for the budget request. As explained in the New Starts Report, all Capital Investment Grant projects must be evaluated and rated on a set of statutorily defined project justification and financial criteria, and receive and maintain at least a "medium" overall rating to advance through the various phases and be eligible for funding. Based upon the information provided by the OCTA project team to FTA in October 2015, the OC Streetcar project received a "medium-high" overall project rating. Staff continues to coordinate closely with FTA and their consultants on the review of the plans and readiness documents in support of the Application to Request Entry into Engineering. Approval into Engineering, the next phase of the New Starts Program, is anticipated in summer 2016.

With the full Notice to Proceed (NTP) issued on February 1, 2016, OCTA selected a team led by HNTB to prepare Plans, Specifications and Estimates for the Project. Work continues on the preparation of the 30 percent design plans, which are expected to be complete in June 2016.

The design work is being undertaken in close coordination with the cities of Santa Ana and Garden Grove. At their March 28, 2016 meeting, the OCTA Board approved Design Agreements with the cities of Santa Ana and Garden Grove delineating roles and responsibilities during the design phase.

Environmental technical analysis continues to address the design refinements made to the project based on the June 2015 Value Engineering and Risk Assessment workshop. Appraisals for right-of-way (ROW) acquisitions are underway. Utility conflict identification is also underway, with meetings to coordinate the resolution of conflicts with utility owners scheduled for later this year.

The strategy to acquire streetcar vehicles was developed and is scheduled to be considered by the OCTA Transit Committee and OCTA Board in April 2016. A Station and Urban Design Consultant was procured in March 2016 and a Construction Management Consultant is expected to be procured this summer.



*Project S continued from previous page...*

On March 17, 2016, OCTA hosted a meeting with FTA and their Project Management Oversight Consultant (PMOC). Staff provided an update of the project status, including recent design refinements and safety and security activities. FTA continued to express strong support for the project.

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

## Bus and Station Van Extension Projects

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

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

**Summary:** Bus and Station Van Extension Projects will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. To date, the Board has approved one round of funding, totaling over \$9.8 million. Four projects were approved for funding by the Board on July 23, 2012, and two of those have implemented service. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest began in December 2012, and the Anaheim Canyon Metrolink Station Bus Connection began service in February 2013. This quarter, the City of Lake Forest continued discussions for different alternatives to provide vanpool service from the Irvine Metrolink Station to the Panasonic employment center. After detailed discussions with OCTA staff, City of Lake Forest submitted a scope change of their project for Panasonic Avionics services. The item was approved by the Technical Advisory Committee on October 28, 2015 and by the OCTA Board on December 14, 2015. OCTA is also reviewing the City's request for Oakley to employ changes to the existing OCTA routes to meet their needs. OCTA staff has looked at options to meet Oakley's needs and is working closely with the City staff to implement new options.

## Project T

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

**Status:** Construction Complete

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

**Summary:** This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the City of Anaheim. In addition to providing transit connections for OCTA bus service, Metrolink and Amtrak service, shuttle and charter bus service, taxis, bikes, and other public and private transportation services, ARTIC also accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon-cutting ceremony was



*Project T continued from previous page...*

held on December 8, 2014, with a grand opening celebration hosted on December 13, 2014. The City of Anaheim also issued a Notice of Substantially Complete at that time. This facility replaced the former Anaheim Station that was located on the opposite side of the freeway in the Angel Stadium parking lot.

## Project U

Project U expands mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Since inception, a total of approximately \$37 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 1,212,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs shopping destinations, and senior and community center activities. This quarter, more than \$966,000 in SMP funding was paid out to the 31 participating cities during the months of January and March\* In addition, revised SMP guidelines were approved by the Board of Directors in March to ensure compliance with the M2 Ordinance and program provisions.

*\*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 442,700 SNEMT boardings have been provided. This quarter, more than \$1.1 million in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the months of January and March\*.

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

# Measure M2

## Progress Report

### TRANSIT



*Project U continued from previous page...*

### Fare Stabilization Program

**Status:** Ongoing

**Summary:** Since 2011, one percent of net M2 revenues have been dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, 1.47 percent of net M2 revenues were - and will continue to be - dedicated to the Fare Stabilization Program. This increase in percent reflects the Board's action in December 2015 to approve an M2 amendment that addressed the projected deficit for this program.

Approximately \$897,876 in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. Throughout the quarter, approximately 3,429,659 program-related boardings were recorded on fixed route and ACCESS services. The amount of funding utilized each quarter varies based on ridership. Since inception of the program, more than 69,755,082 program-related boardings have been provided.

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

### Project V

### 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 the first round of funding for \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. Funding was approved to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation-related centers. Prior to the second call for projects, the Board directed staff to meet with local agencies interested in the program, and return with revised Project V Guidelines that encouraged more local agency participation. Updated Guidelines and Call for Projects for the Project V Community Based Transit Circulator Program was approved by the OCTA Board on November 23, 2015. This second call makes approximately \$20 million available to fund local bus transit circulators. Local Agency applications for funding were due on February 29, 2016. OCTA received 23 applications for funding requesting more than \$30 million in Measure M funds. OCTA staff is currently reviewing applications for consistency with the Project V guidelines. Funding recommendations are scheduled to go to the Board next quarter in June.

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





## Project W

### Safe Transit Stops

**Status:** Executed All Agreement Documents

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

**Summary:** This project provides passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfers between bus lines and provide passenger amenities such as improved shelters and lighting. On July 14, 2014, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops funding. Seven cities applied for funds, and 51 projects will be funded per the July 2014 Board approval. Letter agreements with local agencies to allow the use of funds are complete. The City of Anaheim was not able to initiate the improvements for their projects and will reapply for funds through the next call for projects. The City of Irvine and City Westminster completed their projects in December 2015. Cities including Costa Mesa and Orange are currently moving forward with their projects. The City of Santa Ana has until June 2016 to award the contract for their project.



## Project X

### Environmental Cleanup

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

**Status:** Ongoing

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and to prepare for more comprehensive capital investments (Tier 2). To date, there have been five rounds of funding under the Tier 1 grants program. A total of 122 projects, amounting to just over \$14 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the OCTA Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. The sixth Tier 1 call for projects was released on February 8, 2016, providing approximately \$2.8 million. The deadline for applications is April 15, 2016. Staff anticipates Board approval for funding recommendations in summer 2016.

With approximately \$10 million in Tier 2 funding remaining, staff continues to work with the ECAC to recommend the appropriate timing of a third Tier 2 Call for Projects which is anticipated in 2017.



## Part of Projects A-M

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

### Freeway Mitigation Program

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

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

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

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

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

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

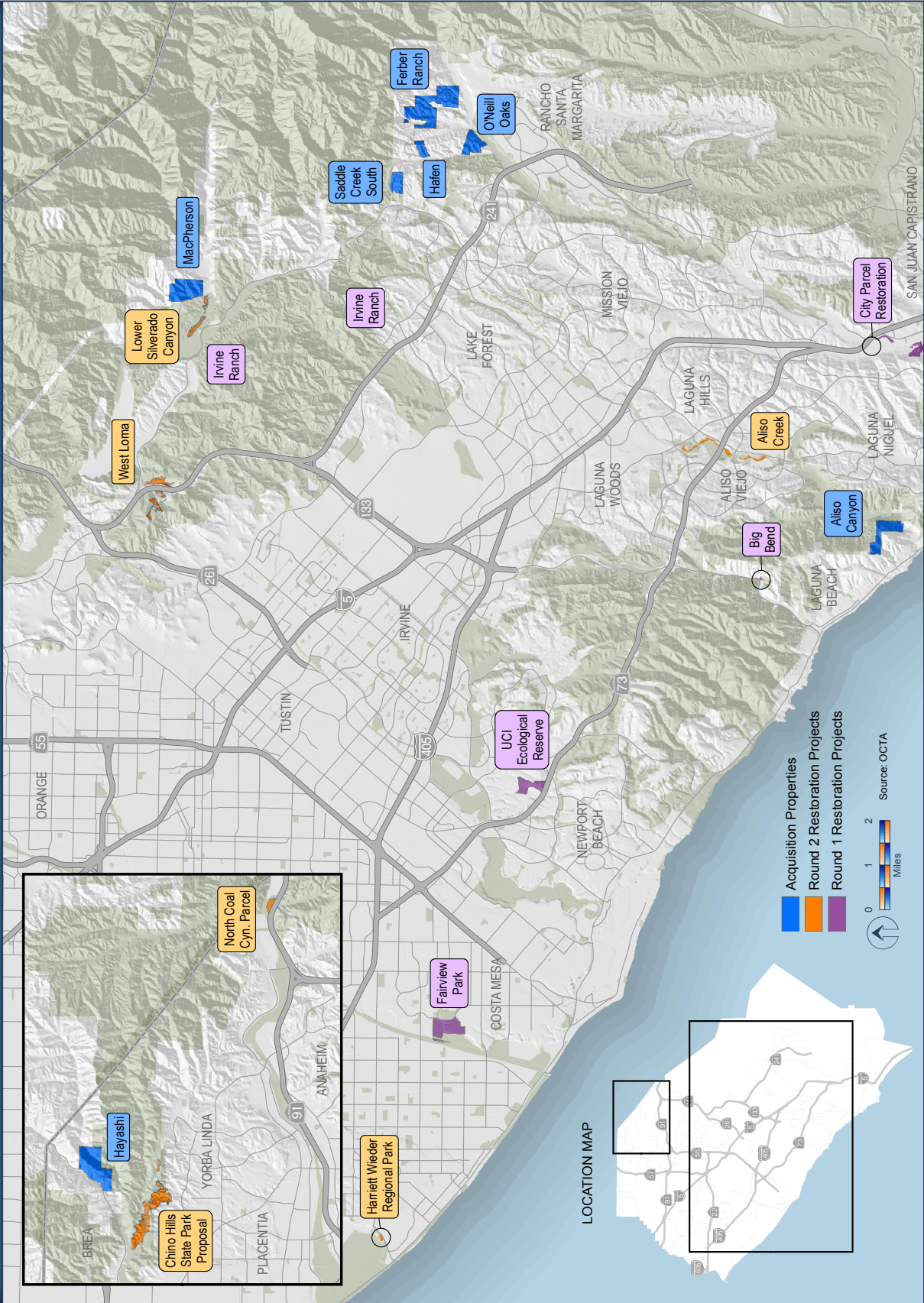
# Measure M2

## Progress Report

### ENVIRONMENTAL



## Acquisition Properties and Funded Restoration Projects





## Program Management Office

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

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

### **M2020 Plan Review**

The PMO regularly reviews and reports on the progress of the M2020 Plan and its 14 objectives. The last comprehensive review of the M2020 Plan was completed in October 2015, as part of the M2 Comprehensive Ten-Year Review, covering M2 progress during November 8, 2006 through June 30, 2015. During the quarter, the Board directed staff to revise the M2 sales tax revenue forecasting methodology. As a result, staff is updating all M2 program cash flows with new forecast information. An update on these cash flows and their impact on the M2020 Plan will be presented to the Board in July 2016. A quarterly update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan, along with an overview of challenges is included in the Executive Summary of this report (pages 2-7), and the accompanying staff report.

### **M2 Amendment #3**

On March 14, 2016, staff returned to the Board to correct the scrivener's error discovered in the December 2015 amendment attachments. The Board unanimously approved the revised attachments. An updated amendment summary was published in the OC Register on March 27, 2016. This update specifies the increased allocation from one percent to 1.47 percent of Project U funding is for the Fare Stabilization Program.

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

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and this one will review the time period of July 1, 2012 through June 30, 2015. The assessment is underway and a final draft report is scheduled to be received next quarter. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee (TOC) in June for information and to the Board for review and any required action in July 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. Following final financial reporting and accounts balancing, staff presented the final Measure M Closeout and quarterly update report to the Board on January 11, 2016.



*Continued from previous page...*

## **M2 Administrative Cost Safeguards**

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently projected to be 38 percent) as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the above mentioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to apply the allocation of state planning funds to areas that are subject to the one percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured. Over the last few years, OCTA has experienced underruns in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of March 2016 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 January 22, 2016, to review the labor reports to ensure costs attributed to the one percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on May 5, 2016, to conduct this quarterly review.

## **Taxpayer Oversight Committee**

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

- Ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the plan
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval
- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of Measure M before receipt of any tax monies for local projects

# Measure M2

## Progress Report

### PROGRAM MGMT



Continued from previous page...

- 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 February 9, 2016 to receive updated financial information on the M2 Quarterly Revenue & Expenditure Report (December 15), and to hear project updates on the Capital Action Plan, Environmental Mitigation Program and M2 Progress Report. OCTA staff also provided the committee with information on M1 closeout and the status of the TOC recruitment.

## M2 Financing

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

### Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; California State University, Fullerton) to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. Annually, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. However, on June 8, 2015, the Board decided to use the Chapman University forecast alone, at 5.68 percent for FY 2015-16 (the lowest of the three universities' forecasts), based on concerns over sales tax revenue actuals coming in lower than projections. Almost one year later, on March 28, 2016, the Board approved a new sales tax forecast methodology as part of the FY 2016-17 budget development process. The new methodology includes a more conservative approach by utilizing MuniServices Inc.'s five year forecast, which is more conservative than the three universities' projections.

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 with the addition of MuniServices projections and actuals to date, OCTA staff forecasts total nominal sales tax collections over the life of M2 will be approximately \$15 billion. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$15 billion, sales tax revenue will run approximately \$9.3 billion (38.3 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 second quarter of fiscal year 2015-16 (December 31, 2015) were received at the end of the third quarter (March 2016), and reflected a growth in sales tax revenue of 3.35 percent over the same period of the prior fiscal year. The growth; while positive, is less than the budgeted sales tax growth rate of 5.68 percent for fiscal year 2015-16. As previously mentioned, the fiscal year 2015-16 M2 sales tax was budgeted based on the Chapman University forecast. Staff will continue to closely monitor sales tax receipts. At this time, no changes are required to the budget. Going forward, MuniServices forecasts will be used as the primary source for sales tax forecast projections. Updated cash flow projections will be brought to the Board in summer for consideration.

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 1

**Measure M2**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**as of March 31, 2016**  
**(Unaudited)**

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2016	Year to Date Mar 31, 2016 (A)	Period from Inception to Mar 31, 2016 (B)
<b>Revenues:</b>			
Sales taxes	\$ 76,419	\$ 225,870	\$ 1,375,242
Other agencies' share of Measure M2 costs:			
Project related	39,824	63,841	446,794
Non-project related	59	73	438
Interest:			
Operating:			
Project related	-	-	2
Non-project related	(2,782)	400	11,431
Bond proceeds	7,018	9,431	35,997
Debt service	14	19	63
Commercial paper	-	-	393
Right-of-way leases	28	91	795
Miscellaneous:			
Project related	71	71	269
Non-project related	-	-	7
Total revenues	<u>120,651</u>	<u>299,796</u>	<u>1,871,431</u>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	878	2,637	14,954
Professional services:			
Project related	10,946	26,372	249,005
Non-project related	461	1,102	14,030
Administration costs:			
Project related	2,165	6,494	42,507
Non-project related :			
Salaries and Benefits	771	2,313	17,388
Other	1,114	3,342	25,301
Other:			
Project related	97	157	1,560
Non-project related	10	43	3,725
Payments to local agencies:			
Project related	26,477	75,889	578,407
Capital outlay:			
Project related	21,854	54,761	512,014
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	7,210	7,210	27,085
Interest on long-term debt and commercial paper	10,799	21,606	115,530
Total expenditures	<u>82,782</u>	<u>201,926</u>	<u>1,601,537</u>
Excess (deficiency) of revenues over (under) expenditures	<u>37,869</u>	<u>97,870</u>	<u>269,894</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(3,179)	(4,185)	(16,226)
Transfers in:			
Project related	6,997	20,647	72,451
Non-project related	(6,997)	(20,647)	9,030
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(3,179)</u>	<u>(4,185)</u>	<u>423,848</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 34,690</u>	<u>\$ 93,685</u>	<u>\$ 693,742</u>





Schedule 2

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

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2016 (actual)	Year to Date Mar 31, 2016 (actual)	Period from Inception through Mar 31, 2016 (actual)	Period from April 1, 2016 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
<b>Revenues:</b>					
Sales taxes	\$ 76,419	\$ 225,870	\$ 1,375,242	\$ 13,434,802	\$ 14,810,044
Operating interest	(2,782)	400	11,431	225,040	236,471
Subtotal	<u>73,637</u>	<u>226,270</u>	<u>1,386,673</u>	<u>13,659,842</u>	<u>15,046,515</u>
Other agencies share of M2 costs	59	73	438	-	438
Miscellaneous	-	-	7	-	7
Total revenues	<u>73,696</u>	<u>226,343</u>	<u>1,387,118</u>	<u>13,659,842</u>	<u>15,046,960</u>
<b>Administrative expenditures:</b>					
SBOE fees	878	2,637	14,954	201,603	216,557
Professional services	461	1,102	10,254	91,685	101,939
Administration costs :					
Salaries and Benefits	771	2,313	17,388	134,326	151,714
Other	1,114	3,342	25,301	253,543	278,844
Other	10	43	3,725	23,149	26,874
Capital outlay	-	-	31	-	31
Environmental cleanup	3,759	7,651	16,213	268,696	284,909
Total expenditures	<u>6,993</u>	<u>17,088</u>	<u>87,866</u>	<u>973,003</u>	<u>1,060,869</u>
Net revenues	<u>\$ 66,703</u>	<u>\$ 209,255</u>	<u>\$ 1,299,252</u>	<u>\$ 12,686,839</u>	<u>\$ 13,986,091</u>
		(C.2)	(D.2)	(E.2)	(F.2)
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 2,000,000	\$ 2,358,593
Interest revenue from bond proceeds	7,018	9,431	35,997	25,760	61,757
Interest revenue from debt service funds	14	19	63	54	117
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>7,032</u>	<u>9,450</u>	<u>395,046</u>	<u>2,025,814</u>	<u>2,420,860</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,776	17,020	20,796
Bond debt principal	7,210	7,210	27,085	2,242,636	2,269,721
Bond debt and other interest expense	10,799	21,606	115,530	1,507,609	1,623,139
Total financing expenditures and uses	<u>18,009</u>	<u>28,816</u>	<u>146,391</u>	<u>3,767,265</u>	<u>3,913,656</u>
Net bond revenues (debt service)	<u>\$ (10,977)</u>	<u>\$ (19,366)</u>	<u>\$ 248,655</u>	<u>\$ (1,741,451)</u>	<u>\$ (1,492,796)</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 3

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

Project	Description	Net Revenues through Mar 31, 2016	Total Net Revenues
	(G)	(H)	(I)
	(\$ in thousands)		
<b>Freeways (43% of Net Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 51,209	\$ 551,264
B	I-5 Santa Ana/SR-55 to El Toro	32,709	352,105
C	I-5 San Diego/South of El Toro	68,317	735,409
D	I-5 Santa Ana/San Diego Interchange Upgrades	28,111	302,608
E	SR-22 Garden Grove Freeway Access Improvements	13,075	140,748
F	SR-55 Costa Mesa Freeway Improvements	39,879	429,282
G	SR-57 Orange Freeway Improvements	28,187	303,430
H	SR-91 Improvements from I-5 to SR-57	15,254	164,206
I	SR-91 Improvements from SR-57 to SR-55	45,381	488,513
J	SR-91 Improvements from SR-55 to County Line	38,375	413,096
K	I-405 Improvements between I-605 to SR-55	116,890	1,258,288
L	I-405 Improvements between SR-55 to I-5	34,834	374,976
M	I-605 Freeway Access Improvements	2,179	23,458
N	All Freeway Service Patrol	16,344	175,935
	Freeway Mitigation	27,934	300,701
	Subtotal Projects	558,678	6,014,019
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Freeways</b>	<b>\$ 558,678</b>	<b>\$ 6,014,019</b>
	%		
<b>Street and Roads Projects (32% of Net Revenues)</b>			
O	Regional Capacity Program	\$ 129,927	\$ 1,398,627
P	Regional Traffic Signal Synchronization Program	51,969	559,426
Q	Local Fair Share Program	233,865	2,517,496
	Subtotal Projects	415,761	4,475,549
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Street and Roads Projects</b>	<b>\$ 415,761</b>	<b>\$ 4,475,549</b>
	%		

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

Schedule 3

Expenditures through Mar 31, 2016 (J)	Reimbursements through Mar 31, 2016 (K)	Net M2 Cost (L)
\$ 3,107	\$ 166	\$ 2,941
4,163	1,897	2,266
74,125	23,659	50,466
1,779	527	1,252
4	-	4
7,391	23	7,368
45,049	10,300	34,749
30,098	573	29,525
14,586	1,308	13,278
6,927	5,294	1,633
43,998	3,192	40,806
4,831	1,681	3,150
620	16	604
133	-	133
<u>44,896</u>	<u>1,688</u>	<u>43,208</u>
281,707	50,324	231,383
<u>30,328</u>	<u>-</u>	<u>30,328</u>
<u>\$ 312,035</u>	<u>\$ 50,324</u>	<u>\$ 261,711</u>
		27.7%
<hr/>		
\$ 559,043	\$ 314,344	\$ 244,699
19,110	1,257	17,853
<u>220,508</u>	<u>77</u>	<u>220,431</u>
798,661	315,678	482,983
<u>33,686</u>	<u>-</u>	<u>33,686</u>
<u>\$ 832,347</u>	<u>\$ 315,678</u>	<u>\$ 516,669</u>
		54.6%

Continues on following page

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



Schedule 3

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

Project	Description	Net Revenues through Mar 31, 2016	Total Net Revenues
(G)		(H)	(I)
<i>(\$ in thousands)</i>			
<b>Transit Projects (25% of Net Revenues)</b>			
R	High Frequency Metrolink Service	\$ 129,581	\$ 1,394,905
S	Transit Extensions to Metrolink	114,694	1,234,648
T	Metrolink Gateways	6,641	71,486
U	Expand Mobility Choices for Seniors and Persons with Disabilities	45,052	484,970
V	Community Based Transit/Circulators	25,978	279,648
W	Safe Transit Stops	2,867	30,866
	Subtotal Projects	324,813	3,496,523
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Transit Projects</b>	<b>\$ 324,813</b>	<b>\$ 3,496,523</b>
	%		
<b>Measure M2 Program</b>		<b>\$ 1,299,252</b>	<b>\$ 13,986,091</b>

Project	Description	Revenues through Mar 31, 2016	Total Revenues
(G)		(H.1)	(I.1)
<i>(\$ in thousands)</i>			
<b>Environmental Cleanup (2% of Revenues)</b>			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 27,733	\$ 300,930
	Net (Bond Revenue)/Debt Service	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 27,733</b>	<b>\$ 300,930</b>
	%		
<b>Taxpayer Safeguards and Audits</b>			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 20,629	\$ 222,151
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 13,867	\$ 150,465
	%		



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

Schedule 3

Expenditures through Mar 31, 2016 (J)	Reimbursements through Mar 31, 2016 (K)	Net M2 Cost (L)
\$ 160,446	\$ 91,013	\$ 69,433
5,749	1,822	3,927
98,214	60,956	37,258
36,831	88	36,743
1,856	112	1,744
42	26	16
<u>303,138</u>	<u>154,017</u>	<u>149,121</u>
<u>18,839</u>	<u>-</u>	<u>18,839</u>
<u>\$ 321,977</u>	<u>\$ 154,017</u>	<u>\$ 167,960</u>
		17.7%
<u><u>\$ 1,466,359</u></u>	<u><u>\$ 520,019</u></u>	<u><u>\$ 946,340</u></u>

Expenditures through Mar 31, 2016 (J)	Reimbursements through Mar 31, 2016 (K)	Net M2 Cost (L)
\$ 16,213	\$ 292	\$ 15,921
<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 16,213</u>	<u>\$ 292</u>	<u>\$ 15,921</u>
		1.1%

<u>\$ 14,954</u>	<u>\$ -</u>	<u>\$ 14,954</u>
		1.1%
<u>\$ 17,388</u>	<u>\$ 3,521</u>	<u>\$ 13,867</u>
		1.0%

# Measure M2

## Progress Report LOCAL FAIR SHARE



### M2 FUNDS

ENTITY	3rd Quarter FY 2015/16	FUNDS TO DATE
ALISO VIEJO	\$108,477.62	\$2,740,678.47
ANAHEIM	\$445,222.65	\$22,652,022.61
BREA	\$153,294.36	\$3,987,825.32
BUENA PARK	\$258,181.91	\$6,478,401.04
COSTA MESA	\$395,532.37	\$9,938,250.68
CYPRESS	\$144,561.38	\$3,731,490.35
DANA POINT	\$90,139.02	\$2,274,621.23
FOUNTAIN VALLEY	\$171,112.26	\$4,353,510.39
FULLERTON	\$357,209.94	\$9,029,826.59
GARDEN GROVE	\$406,060.27	\$10,355,323.68
HUNTINGTON BEACH	\$534,732.69	\$13,485,105.80
IRVINE	\$745,629.92	\$18,056,106.50
LAGUNA BEACH	\$70,695.47	\$1,759,542.45
LAGUNA HILLS	\$93,745.53	\$2,373,195.14
LAGUNA NIGUEL	\$182,476.75	\$4,661,140.13
LAGUNA WOODS	\$35,186.11	\$897,496.23
LA HABRA	\$144,082.47	\$3,687,617.95
LAKE FOREST	\$214,419.20	\$5,414,006.46

# Measure M2

## Progress Report

### LOCAL FAIR SHARE



#### M2 FUNDS

ENTITY	3rd Quarter FY 2015/16	FUNDS TO DATE
LA PALMA	\$47,126.51	\$1,229,530.75
LOS ALAMITOS	\$35,868.87	\$898,164.87
MISSION VIEJO	\$256,718.64	\$6,511,500.40
NEWPORT BEACH	\$304,002.91	\$7,606,190.39
ORANGE	\$455,501.85	\$11,361,509.54
PLACENTIA	\$86,433.05	\$3,193,752.08
RANCHO SANTA MARGARITA	\$116,555.66	\$2,949,365.55
SAN CLEMENTE	\$152,658.51	\$3,849,258.91
SAN JUAN CAPISTRANO	\$105,069.30	\$2,643,757.10
SANTA ANA	\$761,404.37	\$19,197,671.25
SEAL BEACH	\$67,278.52	\$1,798,156.70
STANTON	\$82,561.30	\$2,095,638.32
TUSTIN	\$244,522.83	\$6,126,966.98
VILLA PARK	\$14,375.24	\$361,552.45
WESTMINSTER	\$232,805.65	\$5,924,368.81
YORBA LINDA	\$164,702.24	\$4,151,805.57
COUNTY UNINCORPORATED	\$505,290.90	\$12,589,379.98
<b>TOTAL M2 FUNDS</b>	<b>\$8,183,636.27</b>	<b>\$218,364,730.67</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	\$90.8	<b>Jun-09</b>	<b>Oct-11</b>	<b>Oct-13</b>	<b>Aug-18</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	<b>Jun-09</b>	<b>Oct-11</b>	<b>May-13</b>	<b>Mar-17</b>
I-5, PCH to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$71.2	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	<b>Apr-18</b>
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$79.3	<b>Sep-05</b>	<b>Jun-09</b>	<b>Dec-11</b>	<b>Jan-16</b>
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	<b>Oct-14</b>	Aug-16
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	<b>Oct-11</b>	<b>May-14</b>	<b>Jan-18</b>	<b>Apr-22</b>
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	<b>Oct-11</b>	<b>May-14</b>	<b>Jun-17</b>	<b>Mar-22</b>
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	\$133.6	<b>Oct-11</b>	<b>May-14</b>	<b>Jun-18</b>	<b>Sep-22</b>
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Aug-16	Jul-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Aug-18	TBD	TBD
Project B	TBD	<b>May-14</b>	<b>Aug-18</b>	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	\$36.9	<b>Jun-11</b>	<b>Apr-15</b>	<b>Mar-17</b>	<b>Feb-20</b>

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



# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	<b>May-11</b>	Dec-16	Jul-20	May-24
SR-55, I-5 to SR-91	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Nov-16	May-19	TBD	TBD
SR-57 (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Apr-16	Apr-18	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	<b>Apr-08</b>	<b>Nov-09</b>	<b>Dec-10</b>	<b>Apr-15</b>
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	<b>Jul-10</b>	Jan-18
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$52.8	<b>Aug-05</b>	<b>Dec-07</b>	<b>Jul-09</b>	<b>Nov-14</b>
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.7	<b>Aug-05</b>	<b>Dec-07</b>	<b>Jul-09</b>	<b>May-14</b>
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Aug-16	Mar-18
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	\$61.3	<b>Jul-07</b>	Jun-10	<b>Apr-12</b>	May-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	May-16	Dec-17

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD
Project I	TBD	<b>Jan-15</b>	Oct-18	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.1	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$79.6	<b>Jul-07</b>	<b>Apr-09</b>	<b>Aug-10</b>	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	<b>Feb-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Dec-07</b>	<b>Dec-08</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD
Project L	TBD	<b>Dec-14</b>	Jul-18	TBD	TBD
I-405 Southbound, SR-133 to University Drive	TBD	Mar-15	Aug-16	TBD	TBD
Project L	\$13.4	<b>Mar-15</b>	<b>Feb-16</b>	Mar-17	Dec-18
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	Nov-15	Apr-23
Project K	\$1,791.0	<b>Mar-09</b>	<b>May-15</b>	<b>Nov-15</b>	Apr-23
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$61.7	N/A	<b>Sep-03</b>	<b>Jul-10</b>	<b>Jan-16</b>
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$117.0	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	Aug-18

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



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Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.7	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.3	<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	\$63.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-10</b>	<b>Dec-14</b>
Orangethorpe Blvd. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$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 Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.3	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	Aug-16	Jul-19

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	<b>Jan-09</b>	TBD	TBD	TBD
OC Streetcar	TBD	Aug-09	Mar-12	TBD	TBD
Project S	\$297.3	<b>Aug-09</b>	<b>Mar-15</b>	Jun-17	Jun-20
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
	TBD	<b>Jan-03</b>	<b>May-07</b>	<b>Feb-11</b>	TBD
Anaheim Canyon Station	TBD	Jan-16	Dec-16	TBD	TBD
	\$21.0	<b>Jan-16</b>	Dec-16	Oct-18	Jul-20
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
	\$18.6	<b>Dec-09</b>	Apr-16	Apr-16	Feb-18
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Mar-17
	\$4.0	N/A	N/A	<b>Dec-13</b>	Mar-17
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Apr-17
	\$4.6	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jul-15</b>	Apr-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
	\$230.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>May-12</b>	<b>Dec-14</b>

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



LOS ANGELES

SAN BERNARDINO

# ORANGE COUNTY

*California*

RIVERSIDE

SAN DIEGO

