



December 4, 2017

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of July 2017 Through September 2017

Overview

Staff has prepared a Measure M2 quarterly progress report for the period of July 2017 through September 2017, for review by the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

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

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

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of July 1, 2017 through September 30, 2017 (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 provided from the Capital Action Plan, and Local Fair Share and Senior Mobility Program payments made to cities during the quarter, as well as total distributions from M2 inception through September 2017.

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

Next 10 Delivery Plan

Last November, the Board adopted the Next 10 Delivery Plan (Next 10 Plan), providing guidance to staff on delivery of M2 projects and programs between 2017 and 2026. The Next 10 Plan was based on the 2016 sales tax revenue forecast of \$14.2 billion. On September 11, 2017, the Board received the updated 2017 sales tax revenue forecast which was \$700 million less at \$13.5 billion. During the quarter, staff reviewed and revised all project and program costs and schedules based on the revised revenue projections. Staff incorporated this information into the Next 10 Plan and prepared an updated Next 10 Plan to present to the Board on November 13, 2017.

Future Outlook

Also, as part of the Next 10 Plan adoption in 2016, the Board directed staff to conduct a market analysis to analyze current resource demands and provide information on the impact on OCTA's delivery of M2 projects. The results of the analysis were presented to the Board in September 2017. Overall, the consultant's analysis identified a strong potential that during the Next 10 delivery years, OCTA will experience an increasing-cost environment. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and the Next 10 delivery plan.

The consultant's recommendations include a consistent message that OCTA should continue to accelerate projects to the fullest extent possible. Additionally, it was recommended that OCTA keep a close watch on identified economic triggers to respond to changes as needed. With acceleration already built into the Next 10 Plan, the risk of an increasing cost environment puts additional pressure on OCTA to identify and capture external funds to augment the plan where possible. The Updated Next 10 Plan incorporates conservative cost escalation factors into project estimates to ensure viability of the plan.

As part of the Next 10 Plan, approval on November 27, 2017, the Board directed staff to develop a plan to monitor and track key early warning indicators and provide the Board with information on changes to the risk factors. A summary of the monitoring effort will be presented to the Board at a minimum bi-annually and, if noteworthy, more frequent updates will be provided through the M2 quarterly progress reports.

Progress Update

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

- The OCTA Board approved the construction cooperative agreement with the California Department of Transportation (Caltrans) and authorized the release of the request for proposals (RFP) for consultant construction management services for Interstate 5 (I-5) between State Route 55 (SR-55) to State Route 57 on July 24, 2017. (Project A)
- Construction was completed on I-5 between Avenida Vista Hermosa to Pacific Coast Highway in July. The added carpool lanes will be open to traffic when the segments at either side of this improvement (Avenida Pico to Avenida Vista Hermosa and Pacific Coast Highway to San Juan Creek Road) are complete, which is anticipated in early 2018. (Project C and Project D)
- During the quarter, the right-of-way (ROW) maps were approved by Caltrans, the appraisal consultant was selected, and the approval to begin ROW work on the I-5 between State Route 73 to Oso Parkway was granted. (Project C and Project D)
- The final environmental document and project report on SR-55 between Interstate 405 (I-405) to I-5 were approved and signed on August 31, 2017, and September 11, 2017 respectively. (Project F)

- On August 10, 2017 Caltrans executed the design cooperative agreement with OCTA and initiated the 35 percent design. On September 11, 2017, the Board authorized the Chief Executive Officer to negotiate and execute a ROW cooperative agreement with Caltrans, and approved staff consultant selection for design services on SR-55 between I-405 to I-5. (Project F)
- On July 17, the Secretary of Transportation approved the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. On July 26, OCTA closed the TIFIA loan with the United State Department of Transportation. With the financing for the project in place, OCTA issued Notice to Proceed No. 2 (NTP2) on July 27. (Project K)
- On August 14, the Board approved the release of the 2018 call for projects that will make approximately \$32 million available through the Regional Capacity Program to fund additional road improvements throughout the County, and \$8 million for the Regional Traffic Signal Synchronization Program. (Project O and Project P)
- In August, the Board selected a consultant to prepare final plans specifications and estimates for the Anaheim Canyon Metrolink Station. (Project R)
- The Laguna Niguel/Mission Viejo Station accessibility improvements project was completed in September 2017. (Project R)
- On July 17, construction began on the Orange Metrolink Station Parking Structure. (Project R)
- On August 14, the Board approved the 2017 Tier 1 Environmental Cleanup Program funding recommendations for 16 projects, in an amount totaling \$3,130,251. A total of 154 projects, amounting to approximately \$20.1 million, have been awarded by the Board since 2011. (Project X)
- Five of the seven Environmental Mitigation Program Preserve resource management plans (RMPs) have been completed and were finalized in September 2017. OCTA released the remaining two RMPs to the public on August 31, 2017. (Projects A - M)

- Final sales tax receipts for fiscal year 2016-17 were received this quarter and incorporated into the M2 sales tax forecast model. On September 11, 2017, the Board received a presentation on the most recent 2017 sales tax revenue forecast of \$13.5 billion, representing a \$700 million reduction from the sales tax forecast assumed in the adopted Next 10 Plan.
- The 2018 State Transportation Improvement Program (STIP) funding application was brought to the Board and approved on September 11, 2017. Staff finalized and submitted the 2018 STIP funding application to the Southern California Association of Governments on September 29, 2017, for regional modeling analysis. Staff will work to submit the 2018 STIP funding application to the California Transportation Commission by the December 15, 2017 deadline.

A critical factor in delivering M2 freeway projects is to ensure project scope, schedules, and budgets remain on target. Project scope increases, schedule delays, and resulting cost increases can quickly affect project delivery and have a cascading effect on other activities. In light of the recent reduction in the sales tax revenue forecast, this factor is even more significant. Project delivery is monitored closely, and progress, as well as challenges, are presented to the Board through these quarterly staff reports, individual project staff reports, as well as through the Capital Action Plan quarterly performance metrics reports from the Capital Programs Division.

Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from July 2017 through September 2017 is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 quarterly progress report is presented on the OCTA website. Hard copies are available by mail upon request.

Attachment

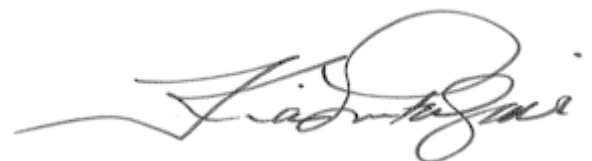
- A. Measure M2 Progress Report, First Quarter of Fiscal Year 2017-18 - July 1, 2017 through September 30, 2017

Prepared by:

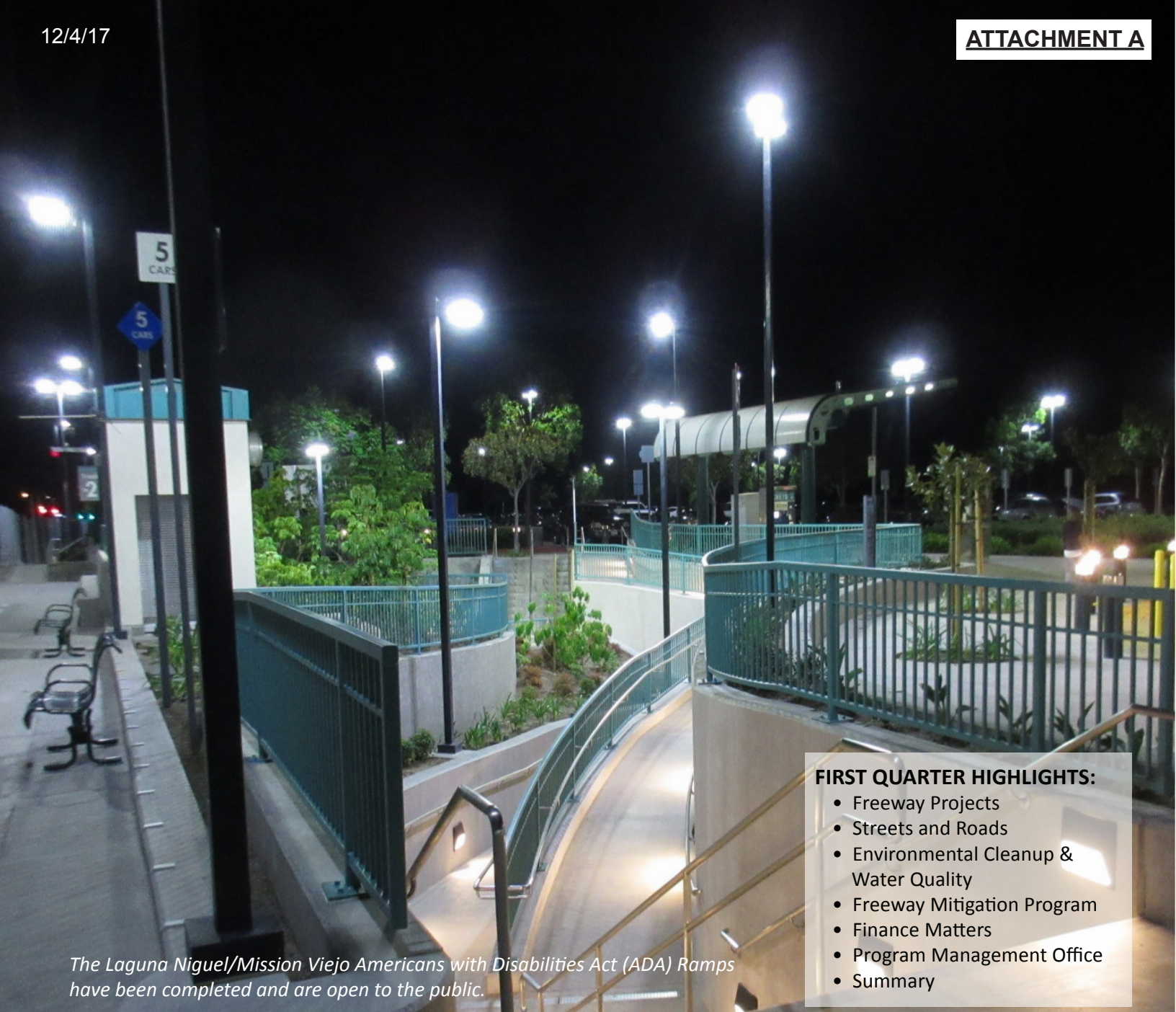


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The Laguna Niguel/Mission Viejo Americans with Disabilities Act (ADA) Ramps have been completed and are open to the public.

FIRST QUARTER HIGHLIGHTS:

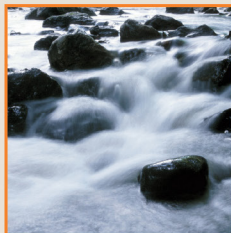
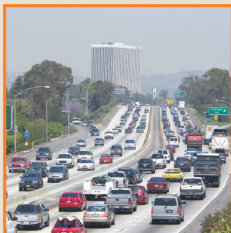
- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary

Measure M2

Progress Report



First Quarter of Fiscal Year 2017-18
 July 1, 2017 through September 30, 2017





SUMMARY

As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from **July 1, 2017 through September 30, 2017** 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.



Cover photo shows the improvements to the Laguna Niguel/Mission Viejo Metrolink station. OCTA, working with the cities of Laguna Niguel and Mission Viejo and with the Southern California Regional Rail Authority, designed and constructed the new ADA-compliant ramps on each side of the station. The ramps replace the station's elevators and were added to the existing pedestrian undercrossing, making for more convenient, reliable access.



List of Common Abbreviations

American Recovery and Reinvestment Act	ARRA
Americans with Disabilities Act	ADA
Annual Eligibility Review	AER
Board of Directors	Board
Burlington Northern Santa Fe	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Transportation Commission	CTC
Capital Action Plan	CAP
Chief Executive Officer	CEO
Congestion Mitigation and Air Quality	CMAQ
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Federal Transportation Improvement Program	FTIP
Freeway Service Patrol	FSP
High Occupancy Vehicle	HOV
Interstate 15	I-15
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Invitation for Bids	IFB
Local Faire Share Program	LFSP
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Los Angeles County Metropolitan Transportation Authority	LA Metro
Memorandum of Understanding	MOU
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Pacific Coast Highway	PCH
Plans, Specifications and Estimates	PS&E

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Measure M2

Progress Report

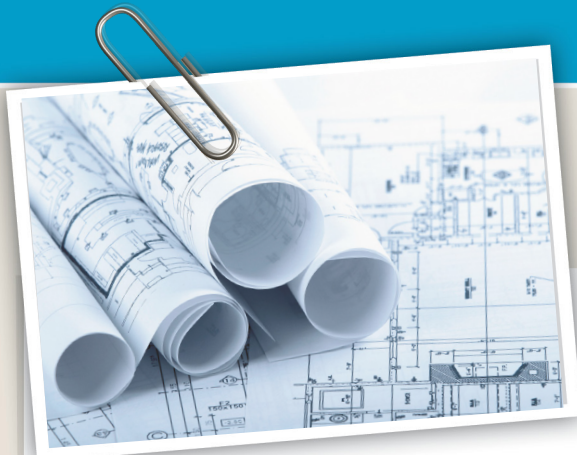


Program Management Office	PMO
Project Development Team	PDT
Renewed Measure M	M2
Request for Proposals	RFP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Association of Governments	SCAG
State Route 133	SR-133
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Southern California Regional Rail Authority	SCRRA
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transportation Infrastructure Finance and Innovation Act	TIFIA
United States Army Corps of Engineers	ACOE
United States Fish and Wildlife Service	USFWS
United States Department of Transportation	USDOT

Measure M2

Progress Report

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M2 Project Schedules



Conceptual



Environmental



Design, Advertise, & Award



Design-Build



Construction



Complete

M2 Projects and Programs		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
A	I-5, SR-55 to SR-57															
B	I-5, I-405 to SR-55 (Further Schedule TBD)															
C,D	I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange															
C	I-5, Avenida Vista Hermosa to Pacific Coast Highway (Complete)															
C	I-5, Pacific Coast Highway to San Juan Creek Road															
C,D	I-5, SR-73 to Oso Parkway/Avery Parkway Interchange															
C,D	I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange															
C	I-5, Alicia Parkway to El Toro Road															
D	I-5, El Toro Interchange (Further Schedule TBD)															
D	I-5, Ortega Interchange (Complete)															
E	SR-22, Access Improvements (Complete)	<i>completed prior to 2010</i>														
F	SR-55, I-405 to I-5															
F	SR-55, I-5 to SR-91 (Further Schedule TBD)															
G	SR-57 NB, Katella Avenue to Lincoln Avenue (Complete)															
G	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard (Complete)															
G	SR-57 NB, Yorba Linda Boulevard to Lambert Road (Complete)															
G	SR-57 NB, Lambert Road to Tonner Canyon Road (Further Schedule TBD)															
G	SR-57, Orangewood Avenue to Katella Avenue (Further Schedule TBD)															
H	SR-91 WB, I-5 to SR-57 (Complete)															
I	SR-91 WB, SR-55 to Tustin Avenue Interchange (Complete)															
I	SR-91, SR-55 to SR-57 (Further Schedule TBD)															
J	SR-91, SR-55 to SR-241 (Complete)															
J	SR-91, SR-241 to SR-71 (Complete)															
J	SR-91, SR-241 to I-15 (Env. Cleared/Further Schedule TBD)															
K	I-405, SR-73 to I-605															
L	I-405, I-5 to SR-55 (Further Schedule TBD)															
M	I-605, Katella Interchange (Further Schedule TBD)															



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M2 Projects and Programs		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
O	Kraemer Boulevard Grade Separation (Placentia)	█		█			█								
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	█			█		█								
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	█			█		█								
O	Placentia Avenue Grade Separation (Placentia)	█		█			█								
O	Raymond Avenue Grade Separation (Fullerton)	█			█		█								
O	State College Blvd Grade Separation (Fullerton)	█			█		█								
O	Tustin Ave/Rose Drive Grade Separation (Anaheim/Placentia)	█		█			█								
R	Sand Canyon Grade Separation (Irvine)	█		█			█								
R	17th Street Railroad Grade Separation						█								
R	Rail-Highway Grade Crossing Safety Enhancement	█													
R	San Clemente Beach Trail Safety Enhancements		█		█										
R	Anaheim Canyon Metrolink Station Improvements							█			█				
R	Fullerton Transportation Center Improvements			█			█								
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps				█		█								
R	Orange Transportation Center Metrolink Parking Structure	█		█			█			█					
R	Placentia Metrolink Station Improvements and Parking Structure	█			█		█			█					
R	San Clemente Pier Station Lighting						█		█						
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project		█			█			█		█				
R	Tustin Metrolink Station Parking Structure	█													
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC)*	█		█			█								
S	OC Streetcar	█			█			█			█				

*Projects managed by local agencies.

Shown schedules are subject to change.

Measure M2

Progress Report

M2 DELIVERY RISK UPDATE



Key:

- One to Watch
- At Risk

M2 Delivery Risk Update

This section discusses the risks and challenges related to overall Measure M2 and Next 10 Plan delivery that the Measure M Program Management Office is watching – complete with associated explanations and proposed actions. The below risks have been identified in the Board of Directors (Board)-adopted Next 10 Delivery Plan.

Delivery Risk	Explanation	Proposed Action	
Financial			
1	<p>The inability to scale the Freeway Program to available revenue and still deliver the promise results in added pressure to contain project scopes. Additionally, there are large freeway capital projects moving forward in the Updated Next 10 timeframe with cost escalation risks.</p>	<p>Management of project scopes and schedules is key to the successful delivery of the overall Freeway Program.</p> <p>Given the magnitude of upcoming projects (e.g. Project K), any length of delay with associated cost escalation can be impactful and will need to be managed.</p>	<p>OCTA will work closely with the California Department of Transportation (Caltrans) and involved parties to seek cost-saving measures on freeway projects through changes in design parameters where possible.</p> <p>Tight monitoring of project schedules and scopes will be required to ensure delivery of the entire Freeway Program.</p>
2	<p>The long-term impact of the Great Recession resulted in a \$10.8 billion decrease (or 44% reduction) in forecasted sales tax revenues, now totaling \$13.5 billion. If sales tax revenue continues to come in lower than projections, this will further impact delivery.</p>	<p>The original projection in 2005 was \$24.3 billion. With the revised Board-adopted forecast methodology in place to ensure more accurate assumptions, the new lower forecast results in a greater reliance on external funding in order to deliver the Freeway Program.</p>	<p>Incorporate net excess 91 Express Lanes revenue for eligible projects not to exceed the total costs of projects. Continue to actively pursue all available state and federal revenue. Identify lower cost freeway alternative options for Board consideration as appropriate.</p>
3	<p>Sustain Metrolink train service, as an attractive alternative to driving in Orange County.</p>	<p>Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with Burlington Northern Santa Fe are revised, and new air quality requirements are enacted. These changes increase costs which could impact the level of service in the long term.</p>	<p>Staff will continue to work closely with Metrolink and our partners to ensure cost increases are minimized while service is optimized.</p>
Organizational			
4	<p>Availability of specialized staff, given the scope of Right-of-Way (ROW) activities for various freeway construction activities.</p>	<p>Timely ROW acquisition and utility clearance have proven to be key factors in reducing risk on construction projects. Early acquisition is challenged by the heavy demand on Caltrans' ROW resources. This is further challenged by a change in meeting frequency by the California Transportation Commission (CTC), a necessary step in ROW settlement.</p>	<p>Expert and timely coordination between OCTA and Caltrans are imperative to manage this risk. Staff is currently working with Caltrans to ensure ROW resource needs are met through determining project lead responsibility for projects as they move forward. If resource issues become a problem, OCTA could consider taking full responsibility for ROW activities.</p>



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	Delivery Risk	Explanation	Proposed Action
5	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	OCTA holds a strong track record in operating various transportation systems including both a fixed and demand-based bus network. Additionally, OCTA will look to augment staff's capabilities to operate the OC Streetcar through procuring a turnkey operator/maintainer and a manager to oversee the daily operations.
Policy			
6	New statewide directives create additional hurdles for the Freeway Program in particular.	<p>With new statewide directives focused on greenhouse gas reductions, it is becoming more difficult to environmentally clear the remaining nine freeway projects that add general purpose lanes.</p> <p>Additionally, within the recently completed Caltrans managed lanes study, inclusion of managed lanes is suggested for M2 project corridors where the promise to the voters is the addition of a general purpose lane. Projects currently in the environmental phase are at possible risk.</p>	<p>OCTA will need to ensure that when freeway improvement projects are being reviewed for environmental clearance, they are viewed as part of a larger suite of transportation improvements.</p> <p>OCTA staff will work closely with Caltrans to emphasize the importance of keeping the promise to the voters.</p>
Market			
7	The Next 10 Market Conditions Forecast and Risk Analysis identified strong potential for an increased cost environment during the Next 10 delivery years.	Four near-term cost risks were identified: neighboring county transportation construction programs, construction wage pressures, sustained low statewide unemployment, and residential construction demand and the effect on the public works construction market.	OCTA staff will monitor and track key early warning indicators as recommended through the completed Market Analysis and will provide the Board annual updates on changes to risk factors.



Next 10 Plan Update

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

Final sales tax receipts for FY 2016-17 were received this quarter and incorporated into the M2 sales tax forecast model. On September 11, 2017, the Board received a presentation on the most recent 2017 sales tax revenue forecast of \$13.5 billion, representing a \$700 million reduction from the sales tax forecast of \$14.2 billion assumed in the adopted Next 10 Plan. This quarter, staff reviewed and revised the Next 10 Plan revenue, expense, and schedule sequencing assumptions and prepared a plan update to go to the Board on November 13, 2017.

On September 11, 2017, the Board was presented with a Next 10 Market Conditions Forecast and Risk Analysis report conducted by contracted economists. The Board directed staff to develop a plan to monitor and track key early warning indicators and provide OCTA information on changes to the risk factors. Staff is working with the consultant to determine the indicators to track. These include building permits, construction employment and wages, the number of project bidders and trends in bid amounts, construction commodity costs, executive opinion, and consumer sentiment. A summary of the monitoring effort will be presented to the Board at a minimum bi-annually and if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports.

Updated Next 10 Plan Deliverables (scheduled for approval on November 13, 2017)

1. Deliver \$3.1 billion of freeway improvements approved through construction (Projects A-M).

The M2 freeway program currently consists of 27 projects or project segments. At the point of Next 10 adoption, nine were already complete, and another nine designated to be complete within the Next 10 time-frame. Together, the nine segments designated for completion make up the \$3.1 billion delivery promise. Nine segments are expected to be completed by 2026. Currently, the I-5 between Avenida Vista Hermosa to the Pacific Coast Highway is completed. All other projects are in design or construction: two segments of I-5 between Avenida Pico and San Juan Creek Road (Project C); one project on I-405 between SR-55 and I-605 (Project K); another four segments on I-5, one between SR-55 and SR-57 and the other three between SR-73 and El Toro Road (Projects A and C); and one segment on SR-55 between I-405 and I-5 (Project F). For more details, see previous page (Project Schedules) and the project updates contained in the following pages.

2. Invest approximately \$1.2 billion more in revenues, bringing the completed Freeway Program improvements to \$4.3 billion (Projects A-M). Project I is a priority.

The final nine remaining project segments (of the 27 total) are on track to be environmentally cleared by 2020,

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making them “shelf ready” for future advancement as revenues become available. The Next 10 Plan designated another \$1.2 billion (in addition to the \$3 billion promised above) toward moving one or two projects from the nine into construction by 2026. Congestion levels, readiness, and cost risk are factors that will determine which environmentally cleared projects will be recommended to the Board to advance into the construction phase. Project I (between SR-55 and SR-57) meets the above criteria and was designated as a priority project by the Board in the Next 10 Plan.

3. Allocate \$1 billion, with \$400 million in competitive funding to local jurisdictions to expand roadway capacity and synchronize signals (Project O and P) and \$600 million in flexible funding to local jurisdictions to help maintain aging streets or for use on other transportation needs, as appropriate (Project Q).

Since M2 inception, OCTA invested approximately \$263 million in M2 funds into the Regional Capacity Program (Project O), \$72.1 million in Regional Traffic Signal Synchronization Program (Project P), and \$296.9 million in the Local Fair Share Program (Project Q). Since the adoption of the Next 10 Plan, a total of \$52.6 million in Local Fair Share funds have been distributed to local agencies. On August 14, 2017, the Board approved the release of the 2018 Call for Projects that will make available approximately \$32 million for Project O and \$8 million for Project P.

a. Complete the remaining three grade separation projects (Project O).

When the Next 10 was adopted, grade separation projects under construction included: Raymond Avenue, State College Boulevard, and Lakeview Avenue. Lakeview Avenue grade separation was completed in June 2017. Construction on Raymond Avenue is expected to be completed in summer of 2018 and State College Boulevard is expected to be complete in winter of 2018. To date, the Board has approved \$664 million in committed M2 and external funds for all seven of the OC Bridges Program grade separation projects.

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

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

Within this program, funding is provided for rail corridor and station improvements to accommodate increased train service and commuter use - including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies six projects to be completed by 2026, which include: Laguna Niguel/Mission Viejo Metrolink station ADA ramps (completed September 2017), Orange Metrolink station parking structure (construction 3% complete), Placentia Metrolink station (construction to begin spring 2018), Anaheim Canyon Metrolink station improvement project (construction to begin late 2019), Fullerton Transportation Center elevators (construction 5% complete), and San Clemente Pier Metrolink/Amtrak station lighting (completed March 2017). For more details, see the project updates contained in the following pages.

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5. Complete design and construction, secure vehicles, and begin operating the OC Streetcar (Project S) and work with local agencies to consider recommendations from planning studies to guide development of future transit connections (Project S).

OC Streetcar

To date, the Board has approved up to \$306.4 million for the OC Streetcar project, including preliminary studies, environmental, project development and construction. The Federal Transit Administration (FTA) has shown strong support for this project, as shown by ascribing an overall medium-high rating to it in their Fiscal Year 2018 Annual New Starts Report. The full Notice to Proceed for design was issued in February 2016. Approval for entry into the New Starts Engineering phase was obtained from the FTA in January 2017. On May 22, 2017, the Board directed staff to enter into a Full Funding Grant Agreement with the FTA for the OC Streetcar project. See [page 29](#) for more information.

OC Transit Vision

During this quarter the “Transit Opportunity Corridors” were developed and presented to the Board. The Transit Investment Framework was also used to help develop short-term changes to bus service which will be implemented in February 2018. In the upcoming quarter, staff will be presenting results of the opportunity corridor evaluation and potential next steps to the OCTA Board. Staff will also be soliciting public feedback on the corridor evaluation and other potential project recommendations. Completed project documents can be downloaded from the project website at www.octa.net/octransitvision. The OC Transit Vision Plan is expected to be complete in January 2018.

Harbor Corridor Transit Study

During the quarter, the Harbor Study team evaluated the performance of twelve (12) conceptual transit alternatives against a predetermined set of evaluation criteria. Transportation modeling was performed in order to estimate ridership in future years for each of the twelve alternatives. The project development team (PDT) held a monthly coordination meeting in August to review some of the preliminary modeling results. Due to delays in processing the evaluation results the schedule for the OCTA Board update was delayed. The item is now scheduled to be presented to the Transit Committee in December and the Board in January 2018.

6. Provide up to \$115 million in funding to expand mobility choices for seniors and persons with disabilities (Project U).

Since M2 inception, more than \$50 million in Project U funds has been provided for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. Included in this amount, approximately \$11 million has been provided for the SMP, SNEMT, and Fare Stabilization programs since the Next 10 Plan adoption. See [page 31](#) for more information.

7. Work with local agency to develop a plan for the next community circulator projects to provide grant opportunities for local agencies to implement effective local transit services (Project V).

Since 2013, the Board has approved approximately \$36.86 million to fund 23 community-based transit service projects and 7 planning grants. Approved projects service areas in 19 cities and the County of Orange: Anaheim, Costa Mesa, County of Orange, Dana Point, Fountain Valley, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Niguel, Lake Forest, Mission Viejo, Newport Beach, Placentia, Rancho Santa Margarita, San

Continued from previous page...

Clemente, San Juan Capistrano, Tustin, and Westminster. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Staff continuously monitors these services to ensure the performance standards are met and provide reports to the Board on a regular basis. Projects that don't meet the standards are brought before the Board with recommendations that include discontinuing service. For more details on program performance and service see [page 32](#).

8. Allocate up to \$7 million in funding to improve the top 100 busiest bus stops and support the modernization of the bus system to enhance the customer experience (Project W).

Between M2 inception and Next 10 Plan adoption, the Board approved up to \$1,205,666 for supporting 51 city-initiated improvements and \$370,000 for OCTA-initiated improvements. The City of Anaheim postponed development of eight stops and will move forward in a future funding cycle. Of the remaining 43 stops, 14 stops have been completed to date and the remainder 29 stops are underway by the City of Santa Ana. The \$370,000 contribution was invested towards a mobile ticketing application to make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses by enabling riders to use smart phone devices to display bus passes as proof of payment. Following implementation of the existing projects, staff will work with local agencies to assess future funding needs. Future funding recommendations will be brought to the Board.

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

The Freeway Mitigation Program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 restoration projects approved for funding by the Board, totaling approximately 350 acres. These Preserves and restoration projects are folded into the OCTA Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), which contributes mitigation to streamline the permitting process for M2 freeway projects. The program's Conservation Plan and Final Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were approved by the Board in November 2016. The final permits were approved by the Wildlife Agencies in June 2017. As part of the Conservation Plan process, an endowment is required to be established to pay for the long-term management of the Preserves. As anticipated, the first deposit for the endowment was made in early 2017. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established. Management of the Preserves includes the development and release of Preserve specific resource management plans. Additionally, staff will monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee until each project is implemented.

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

Prior to Next 10 adoption, the Board awarded approximately \$48 million for 154 Tier 1 and 22 Tier 2 projects. On August 14, 2017, the Board approved approximately \$3.1 to 16 Tier 1 projects. Staff is working with the ECAC and the County of Orange to determine the best timing for the next Tier 2 call based on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects.



Interstate 5 (I-5) Projects

Project A

I-5, SR-55 to SR-57

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

Status: Design complete. Bid package preparation underway.

Summary: This project will increase high occupancy vehicle (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, OCTA staff and the OCTA consultant worked with the Caltrans to obtain Office Engineer Acceptance, expected in November 2017. In August 2017, the OCTA Board approved replacing \$28.9 million in State Transportation Improvement Program (STIP) funds with \$28.9 million in Congestion Mitigation and Air Quality (CMAQ) funds. The Federal Transportation Improvement Program (FTIP) Amendment #17-13 was approved on September 13, 2017. The OCTA Board approved the OCTA/Caltrans Construction Cooperative Agreement and authorized the release of the Request for Proposals (RFP) for consultant construction management services on July 24, 2017. The Board is scheduled to approve consultant construction management selection and amendment No. 1 to the OCTA/Caltrans Co-op on November 13, 2017. Due to changes in scope and STIP funding delays, this project is marked “red” in the Capital Action Plan (CAP), signifying a delay of over three months beyond the original schedule.

Project B

I-5, I-405 to SR-55

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

Status: Environmental Phase Underway - 69% Complete

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



Project C & Part of Project D

I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

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

Status: Construction Underway - 79% Complete

Summary: This segment adds a carpool lane in each direction on I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D), which will also add bicycle lanes in both directions of Avenida Pico. Construction began in February 2015. During the quarter, construction of the main line roadway section and ramps continued. Avenida Pico paving, sidewalks, driveways and curb and gutters work started and is planned to be finished by early December. Relocation of utilities and traffic signals are ongoing. Construction is scheduled to be complete in mid-2018.

I-5, Avenida Vista Hermosa to Pacific Coast Highway

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

Status: PROJECT COMPLETE



Summary: This segment adds a carpool lane in each direction of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in San Clemente, and also includes reconstructing on and off ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began in September 2014. During the quarter, construction was completed (July 2017). The added carpool lanes will be open to traffic when the segments at either side of this improvement (Avenida Pico to Avenida Vista Hermosa and Pacific Coast Highway to San Juan Creek Road) are complete, which is anticipated in early 2018.

I-5, Pacific Coast Highway to San Juan Creek Road

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

Status: Construction Underway - 93% Complete

Summary: This segment will add one carpool lane in each direction of the I-5 between PCH and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Project improvements also include reconstructing on and off ramps at PCH/Camino Las Ramblas. Construction began in March 2014. During the quarter, work on the median continued and installation of irrigation systems were started. In the fall of 2015, the Board was informed that a soil issue was identified, which would delay project completion. As a result, this project is marked “red” in the CAP, signifying a delay of more than three months, with a revised completion date extending at least 19 months past the original schedule (September 2016). Construction work is scheduled to be complete in early 2018.

Measure M2

Progress Report

FREEWAYS



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

I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

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

Status: Design Phase Underway - 95% Complete

Summary: This project will make improvements along I-5 between SR-73 and Oso Parkway in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the Avery Parkway Interchange (part of Project D). During the quarter, Caltrans approved the ROW maps, the appraisal consultant was selected and began work, and the E-76 package to begin ROW work was approved. Staff continued to coordinate with Caltrans to finalize and approve the Fact Sheet. With 95 percent Plans, Specifications, and Estimates (PS&E) submitted to Caltrans on June 14, 2017, the plans identify a higher cost estimate due to unit price increases, rise in Caltrans support costs, and schedule changes to address bird nesting season restrictions. The Board received a staff report on July 6th with the project cost changes and approved additional funding. This segment is included in the 2018 STIP project recommendations, which was approved by the Board in September and expected to be adopted by the CTC in March 2018. Design work is anticipated to be complete in 2018. Due to extended ROW coordination, this project is marked "red" in the Capital Action Plan (CAP), signifying a delay of over three months beyond the original schedule.

I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

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

Status: Design Phase Underway - 95% Complete

Summary: This project will make improvements along I-5 between Oso Parkway and Alicia Parkway in the cities of Mission Viejo, Laguna Hills, and Lake Forest. The proposed improvements include the addition of a general purpose lane in each direction and reconstruction of the La Paz Road Interchange. The design phase is currently underway. Major activities this quarter included continued coordination on the aesthetics concept plan, off-site sound walls, service contract with Southern California Regional Rail Authority (SCRRA) and Metrolink, and with Caltrans on ROW and utilities. The 100% Design Submittal is scheduled for December 2017. Due to extended ROW coordination, this project is marked "red" in the CAP, signifying a delay of over three months beyond the original schedule.

I-5, Alicia Parkway to El Toro Road

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

Status: Design Phase Underway - 95% Complete

Summary: This project will make improvements along I-5 between Alicia Parkway to El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Woods and Mission Viejo, including the extension of the second HOV lane from El Toro Road to Alicia Parkway. Major activities this quarter included continued coordination with Caltrans and the Orange County Parks Department regarding the planned work at Aliso Creek and the continued development of a plan to address potential impacts to Avenida De La Carlota and Southern California Edison power lines therein. Meetings have been held with all utility agencies to determine the need, extent and schedules for third party relocations/protection. The E-76 package to allow Caltrans to begin work was approved on August 31, 2017 by Federal Highway Administration (FHWA). Due to extended ROW coordination with Caltrans and delayed design start date, this project is marked "red" in the CAP, signifying a delay of over three months beyond the original schedule.



Project D

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

I-5, El Toro Road Interchange

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

Status: Environmental Phase Underway - 20% Complete

Summary: This project includes four different alternatives that consider modifications to the existing interchange, which range from a I-5 southbound direct connector to El Toro Road to modifications in how existing off ramp intersections operate. The E-76 package to allow Caltrans to begin work was approved in April 2017 by FHWA and work began in May 2017. An update by Caltrans on this project was presented to the OCTA Board in May 2017 and the next update is expected in early 2018. Work during the quarter included reducing the Alternatives being studied for construction to three and related coordination with the adjoining cities of Laguna Hills, Lake Forest and Laguna Woods. The environmental phase is anticipated to be completed in late 2019.

I-5, Ortega Highway Interchange

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

Status: PROJECT COMPLETE



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

State Route 22 (SR-22) Project

Project E

SR-22, Access Improvements

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

Status: PROJECT COMPLETE



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



State Route 55 (SR-55) Projects

Project F

SR-55, I-405 to I-5

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

Status: Environmental Phase Complete and Design Phase Underway - 3% Complete

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. The final ED and Project Report were approved and signed on August 31, 2017 and September 11, 2017 respectively. The final Fact Sheet is anticipated to be signed in early November 2017. On August 10, 2017 Caltrans executed the Design Cooperative Agreement with OCTA and initiated the 35% design. With OCTA staff oversight, Caltrans is refining the geometrics to eliminate and minimize the potential ROW risk and costs. Additionally, on September 11th the Board authorized the Chief Executive Officer to negotiate and execute a ROW Cooperative Agreement with Caltrans and approved staff consultant selection for PS&E services. During the quarter, staff briefed the Board on the ROW assumptions and potential ROW risk and costs. The project is marked “red” in the CAP, signifying a delay of more than three months. This project has been delayed by more than four years from its original schedule due to differences in project determination between OCTA and Caltrans.

SR-55, I-5 to SR-91

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

Status: Environmental Phase Underway - 13% Complete

Summary: 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. The environmental study will consider the addition of one general purpose lane in each direction to SR-55 between SR-22 and the I-5, and provide operational improvements on SR-55 between SR-22 and SR-91. During the quarter, a traffic study was conducted and a focus meeting was held with Caltrans to discuss design options. The environmental phase is anticipated to be complete in 2020.



State Route 57 (SR-57) Projects

Project G

SR-57 NB, Katella Avenue to Lincoln Avenue

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

Status: PROJECT COMPLETE



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

SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard

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

Status: PROJECT COMPLETE



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

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



Project G continued from previous page...

SR-57 NB, Lambert Road to Tonner Canyon Road

Status: Conceptual Phase Complete, Further Schedule TBD

Summary: Caltrans previously completed a Project Study Report/Project Development Support 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. Environmental phase is expected to begin in 2020. Future work will be planned so that it coincides with related work by LA Metro across the county line. Funding for environmental phase for this project was proposed to be included in the 2016 STIP but was removed due to funding constraints. Staff will evaluate alternative funding sources.

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

SR-57 NB, Orangewood Avenue to Katella Avenue

Status: Environmental Phase Underway - 25% Complete

Summary: This project will add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane which was opened to traffic in 2014 between Katella Avenue and Lincoln Avenue. During the quarter, technical studies continued and were provided to OCTA and Caltrans for review and comments. The environmental phase is anticipated to be complete in late 2018.

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

State Route 91 (SR-91) Projects

Project H

SR-91 WB, I-5 to SR-57

Status: PROJECT COMPLETE



Summary: This project increased capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provided operational improvements at on and off-ramps between Brookhurst Street and State College Boulevard. Construction is 100 percent complete, as of June 23, 2016. Consultant-supplied construction management services ended on September 29, 2016. The general purpose lane was opened to traffic on March 7, 2016.

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



Project I

SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE



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

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

SR-91, SR-55 to SR-57

Status: Environmental Phase Underway - 47% Complete

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

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

Project J

SR-91, SR-55 to SR-241

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.

Continues on the next page...

Measure M2

Progress Report

FREEWAYS



Project J continued from previous page...

SR-91 EB, SR-241 to SR-71

Status: PROJECT COMPLETE



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

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

SR-91, SR-241 to I-15

Status: RCTC's Design-Build - Initial Phase Complete March 20, 2017

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 March 20, 2017, the RCTC contractors completed a \$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 first project effort to extend the 91 Express Lanes and add 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. The ultimate project widens all SR-91 general purpose lanes to standard lane and shoulder widths from SR-241 to SR-71 (RCTC is responsible for the lane improvements between Green River and SR-71 while OCTA will be responsible for the lane improvements 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 2017 SR-91 Implementation Plan.

Interstate 405 (I-405) Projects

Project K

I-405, SR-73 to I-605

Status: Design-Build Underway

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

Summary: OCTA and Caltrans are working together 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 one



Project K continued from previous page...

general purpose lane, add a second HOV lane to be combined with the existing HOV lane providing a dual express lane facility, and improve the local interchanges along the corridor from SR-73 to I-605. *

On July 17, the Secretary of Transportation approved the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. On July 26, OCTA closed the TIFIA loan with the US Department of Transportation. Of the total \$629 million TIFIA loan, \$153.9 million is the M2 project share which is a direct benefit to the M program as the loan will be repaid with toll revenue and not with M2 funds. With the financing for the project in place, OCTA issued Notice to Proceed No. 2 (NTP2) on July 27. NTP2 is a full notice to proceed for all activities, including construction.

A RFP for toll lanes system integrator was released on August 28, 2017. Award of this contract is anticipated for early 2018. The toll lanes system integrator will work closely with the design-builder to deliver fully functional express lanes in 2023.

During the quarter, work continued on public outreach, ROW acquisition, utility coordination, and environmental permitting. Other work includes review of design-builder submittals, including design submittals, quality management plan, transportation management plan, and other administrative plans necessary to be completed prior to commencement of construction. The design-builder continued their pre-construction investigations, including utility potholing to positively locate utilities and geotechnical borings to analyze soil conditions throughout the project site. Construction is expected to begin in early 2018 and be complete in 2023.

* The general purpose lane portion of the project is a M2 project and will be funded by a combination of local, state and federal funds, with the express lanes portion of the project financed and primarily paid for by those who choose to pay a toll and use the 405 Express Lanes.

Project L

I-405, I-5 to SR-55

Status: Environmental Phase Underway - 84% Complete

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the consultant continued working on technical studies and obtained approval on a number of engineering technical studies. The final ED is expected to be complete in July 2018.



Interstate 605 (I-605) Project

Project M

I-605, Katella Interchange Improvements

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

Status: Environmental Phase Underway - 66% Complete

Summary: This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. The remaining two build alternatives include modification of interchange ramps and lane configurations on Katella Avenue from Coyote Creek Channel to Civic Center Drive. During the quarter, the consultant continued working on technical studies and received approval on several technical studies. The final ED is anticipated to be completed in November 2018.

Freeway Service Patrol

Project N

Freeway Service Patrol

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

Status: Service Ongoing

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to help quickly clear freeway lanes and minimize congestion. During the quarter, the midday service provided assistance to 1,293 motorists, weekend service provided assistance to 688 motorists, and construction service provided assistance to 321 motorists. Since inception, M2 and construction-funded FSP has provided a total of 61,814 assists to motorists on the Orange County freeway system.



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Project O

Contact: May Hout, Planning
(714) 560-5905

Regional Capacity Program

Status: 2018 Call for Projects in Progress

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 14, 2017, the Board approved the release of the 2018 eighth Call for Projects that will make approximately \$32 million available to fund additional road improvements throughout the County. One-on-one meetings are being held with local agencies to assist in the preparation and submittal of grant applications. Applications for funding are due by October 20, 2017. Since 2011, 135 projects totaling more than \$263 million have been awarded by the Board.

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 are complete (Kraemer, Placentia, Orangethorpe, Tustin/Rose, and Lakeview), and the two remaining projects are scheduled to be completed in 2018.

Kraemer Boulevard Grade Separation

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

Status: PROJECT COMPLETE



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

Lakeview Avenue Grade Separation

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

Status: CONSTRUCTION COMPLETE



Summary: The project located at Lakeview Avenue railroad crossing grade separated 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 O continued from previous page...

The new Atwood Channel Bridge was completed in late February 2017. Lakeview Avenue (north of Orangethorpe Avenue), closed since February 25, 2015, reopened with the connector road in late July 2016. Lakeview Avenue (south of Orangethorpe Avenue), closed since March 2015, reopened on June 6, 2017. Construction acceptance from the cities of Anaheim and Placentia was obtained on June 2, 2017 and OCTA has turned over the maintenance responsibilities to the cities and commenced the one year warranty. Minor construction punchlist items were completed and close-out activities will be ongoing till the end of the year.

Orangethorpe Avenue Grade Separation

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

Status: PROJECT COMPLETE



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

Placentia Avenue Grade Separation

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

Status: PROJECT COMPLETE



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

Raymond Avenue Grade Separation

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

Status: Construction Underway - **88% Complete**

Summary: The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction began on June 2, 2014. Activities this quarter continue to include retaining walls,

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STREETS & ROADS



Project O continued from previous page...

pump station, electrical, street lighting, traffic signal, and roadway excavation, pavement, and striping. An 80 day temporary closure of Raymond Avenue to through traffic started on July 17, 2017 and ended just after the end of the quarter on October 2, 2017. Construction is expected to be completed by spring 2018.

State College Boulevard Grade Separation

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

Status: Construction Underway - **92% Complete**

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination, and ROW support. Construction activities this quarter continue to include work on retaining walls, pump station, electrical, storm drain, street lighting, traffic signal, and roadway excavation, pavement and striping. State College Boulevard, north of the railroad bridge, was re-opened to vehicular traffic on January 4, 2017 following closure since January 2015. State College Boulevard is anticipated to be opened to through traffic the first week of November 2017. Construction is expected to be completed by the end of 2017.

Tustin Avenue/ Rose Drive Grade Separation

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

Status: **PROJECT COMPLETE**



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



Project P

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

Regional Traffic Signal Synchronization Program

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

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

To date, OCTA and local agencies have synchronized more than 2,000 intersections along more than 540 miles of streets (or 59 completed projects). There have been seven rounds of funding to date, providing a total of 91 projects with more than \$89.17 million in funding awarded by the Board.

On August 14, 2017, the Board approved the release of the 2018 Call for Projects Regional Traffic Signal Synchronization Program, making approximately \$8 million available for signal synchronization projects. The Call for Projects will close on October 20, 2017. Project applications will be reviewed and analyzed against the scoring criteria over the next few months. A report recommending new projects for funding is anticipated to go to the Board in April of 2018.

Project Q

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

Local Fair Share Program

Status: Ongoing

Summary: In order to help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding 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. Approximately \$296.9 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See [pages 49-50](#) for funding allocation by local agency.

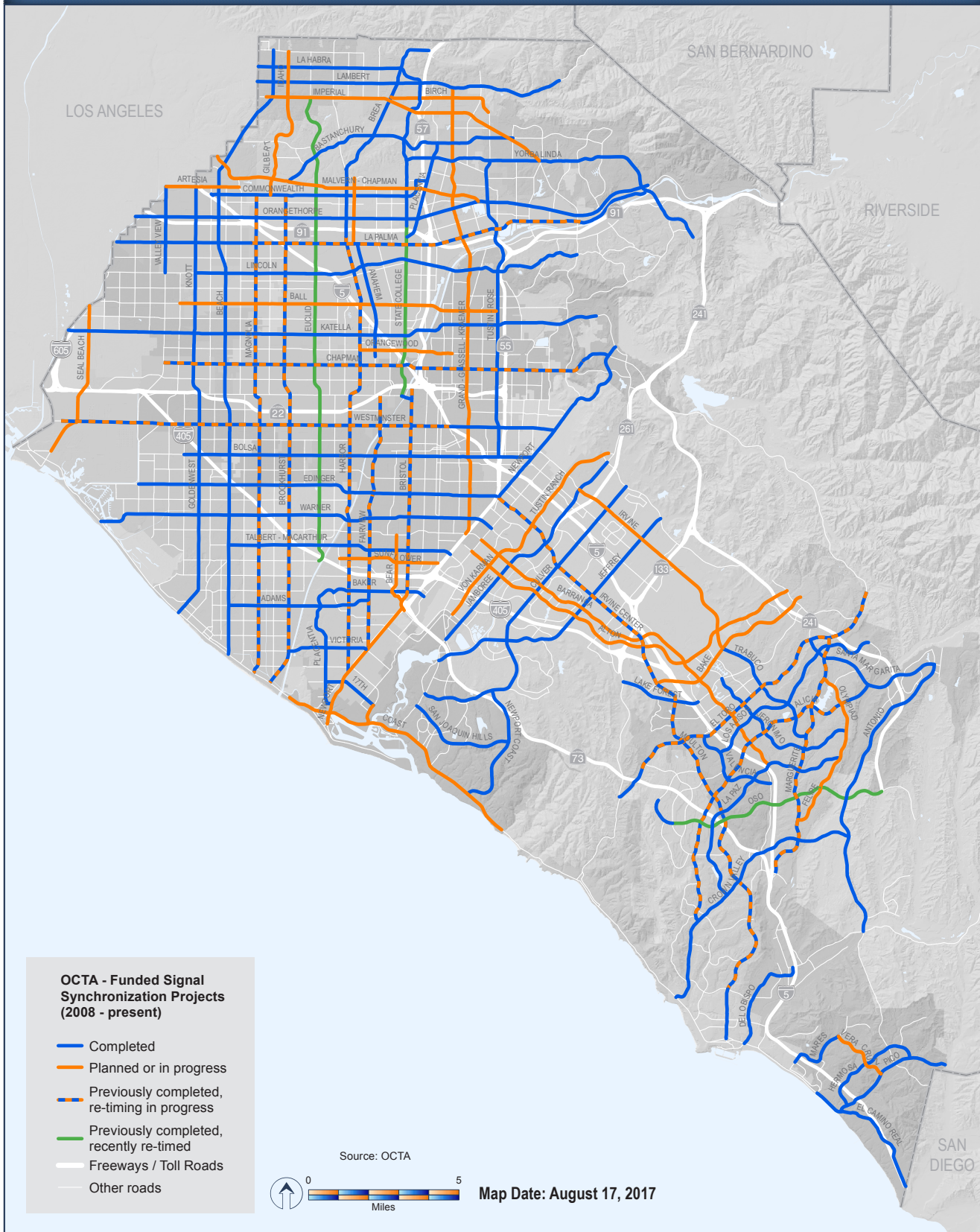
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OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

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

Source: OCTA



Map Date: August 17, 2017



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Project R

High Frequency Metrolink Service

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

Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE



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

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

Metrolink Service Expansion Program

Status: Service Ongoing

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

Summary: Following the completion of the Metrolink Service Expansion Program (MSEP) improvements in 2012, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during the 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. Monitoring of ridership on these trains has shown that boardings have increased by 15 percent over the last three years.

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 is the lead in negotiations 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 ongoing and special counsel has been brought in to assist. Operation of

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Project R continued from previous page...

additional Metrolink trains to Los Angeles is contingent on addressing indemnification and liability agreements and the completion of a triple track project on the BNSF Railway between Fullerton and Los Angeles, which is currently anticipated to be in late 2017.

Rail Corridor & Station Improvements

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

Anaheim Canyon Metrolink Station Improvements

This OCTA-led project will include construction of a second main track and platform, lengthening the existing platform, and improved pedestrian circulation. The project will also include the addition of benches, shade structures, and ticket vending machines. During this quarter, the Board selected HNTB Corporation to prepare final plans specifications and estimates in August. The project is expected to be bid in June 2019 and construction of the project is expected to begin in October 2019 with completion anticipated in December 2020.

Fullerton Transportation Center Elevator Improvements - 5% Complete

Completed early on, a new 5-level parking structure was constructed to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. This City-led project was completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project will modify the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton is the lead on this project as well. Shoring and excavation for the elevator pits have been completed this quarter. The City of Fullerton is now projecting the completion of the project to be in September of 2018. Due to sub-contractor issues and utility conflicts, this project is marked “red” in the CAP signifying a delay of more than three months.

Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act Ramps - PROJECT COMPLETE

The Laguna Niguel/Mission Viejo station accessibility improvements project was completed in September 2017. Improvements include new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies.

Orange Transportation Center Metrolink Parking Structure - 3% Complete

This project will include a 611-space, 5-level shared use parking structure that will be located on Lemon Street between Chapman Avenue and Maple Street in Orange. The City of Orange is the lead for the design phase. OCTA is the lead for the construction phase of this project. A construction contract was awarded by the OCTA Board on June 12, 2017. Construction began on July 17, 2017. During excavation, contaminated soils were encountered and

Continues on the next page...

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Project R continued from previous page...

will need to be mitigated. This work will be done on a time and material basis and a change order will be presented to the Board in October for approval. The project is expected to be completed in early 2019.

Placentia Metrolink Station Improvements and Parking Structure

Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a new Cooperative Agreement with the City of Placentia that revised the scope of the project and budget. There will now be a parking structure as part of the project and the City of Placentia will contribute towards the cost. Design plans at 90% have been completed and are being reviewed by the construction management consultant. It is anticipated that the plans will be ready to advertise in April 2018. This project's ability to move into construction is subject to finalizing a track sharing agreement with BNSF.

San Clemente Pier Station Lighting - PROJECT COMPLETE

This project was completed on March 17, 2017, and is in the closeout phase. OCTA was the lead for design and installation of this project which added lighting to the existing platform and new decorative hand rails at the San Clemente Pier Station.

Laguna Niguel to San Juan Capistrano Passing Siding Project

Currently in the design phase, this project will add approximately 1.8-miles of new passing siding railroad track adjacent to the existing mainline track, which will enhance operational efficiency of passenger services within the LOSSAN rail corridor. The 90 percent design plans have been reviewed by SCRRA and the City of San Juan Capistrano. The design will progress to 100 percent as project issues were resolved last quarter. Completion of the design phase is expected in December 2017 and construction is expected to begin in late-2018. This project is marked "red" in the CAP, signifying a delay of more than three months.

Tustin Metrolink Station Parking Structure - PROJECT COMPLETE

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



Project R continued from previous page...

Additional rail corridor improvements include: completion of the San Clemente Beach Trail Audible Warning System (AWS) project, which provides additional safety improvements and AWS devices at seven pedestrian grade crossings along the beach trail (AWS activation occurred on June 24, 2016); completed Project Study Reports or environmental clearance for six potential grade separation projects along the LOSSAN corridor (State College Boulevard, Ball Road, 17th Street, Santa Ana Boulevard, Grand Avenue, and Orangethorpe Avenue); replacement of the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will also accommodate a future bike trail on the south end along the creek (design is 60 percent complete and ROW acquisition is in progress); the Control Point project at Fourth Street in the City of Santa Ana, which will provide rail operational efficiencies (construction anticipated to be completed in the first quarter of 2018); the Railroad ROW Slope Stabilization project, which includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability (construction ready and preparing for advertisement); and continued implementation of video surveillance systems and Positive Train Control.

Sand Canyon Grade Separation

Status: PROJECT COMPLETE



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

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

Project S

Transit Extensions to Metrolink

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

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Project S continued from previous page...

OC Streetcar Project

Status: Design Phase Underway - 89% Complete

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

Summary: The OC Streetcar Project will serve the Santa Ana Regional Transportation Center (SARTC) through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove.

During the quarter, the designer responded to comments by OCTA, the cities of Santa Ana and Garden Grove and other project stakeholders on the 90 percent design plans for the streetcar infrastructure and facilities. The designer also initiated its internal quality assurance review of the design plans with oversight by OCTA's quality assurance manager. Upon completion of the designer's internal audit, OCTA will conduct an audit of plans and specifications prior to Invitation for Bid (IFB) release. On August 14, 2017, the Board approved a pre-qualification process as a means of securing qualified contractors to provide construction services. Work is proceeding on preparation of the procurement documents for the Construction IFB including responding to questions from potential bidders on the pre-qualification process. The IFB is scheduled to be released in November 2017.

Work was finalized on a series of technical readiness documents and financial plans with FTA's Project Management Oversight Consultant (PMOC). Approval on project readiness from FTA's PMOC is expected for October 2017. This approval is the final step prior to the negotiation and approval of a Full Funding Grant Agreement.

Terms for utility relocation were agreed upon with the two remaining utility companies, Southern California Edison (SCE) and the Orange County Sanitation District (OCSD), needed for the Project. These agreed upon terms will be reflected in letters of intent to be approved by SCE and OCSD in October 2017. With the City of Santa Ana approving the resolution of necessity last quarter for the properties required for the maintenance and storage facility, the eminent domain proceedings were initiated and continued during the current reporting period. Negotiations continued with property owners for relocation assistance for the residential and commercial tenants. Staff continued to coordinate with representatives of the Orange County Flood Control District and the United States Army Corp of Engineers (AOCE) to obtain the permits required for the Santa Ana River Bridge.

Staff met with the California Public Utilities Commission (CPUC) and conducted a thorough field diagnostic review of the alignment. The CPUC made several requests for additional project safety modifications such as raised medians and protected left turns. CPUC approval of the grade crossings is required prior to the initiation of the construction work.

The vehicle manufacturing and delivery procurement continued with interviews of proposers conducted in September. A best and final offer request will be issued in October with a contract award anticipated for February 2018.

Work continued on development of the scope of services for the operations and maintenance contractor. OCTA is hosting an industry forum in November 2017 as an opportunity to gain industry input on the scope of services for potential inclusion into the procurement.



Project S continued from previous page...

Bus and Station Van Extension Projects

Status: Service Ongoing for Anaheim Canyon Metrolink Bus Connection

Contact: May Hout, Planning
(714) 560-5905

Summary: Bus and Station Van Extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$730,000. One project located within the City of Anaheim and three proposals within the City of Lake Forest were approved for funding by the Board on July 23, 2012. Currently, one project is in service and three projects have been canceled.

The Anaheim Canyon Metrolink Station Bus Connection began service in February 2013, and currently serves approximately 90 passengers per day between the station and the Anaheim Resort area. The three City of Lake Forest projects have been canceled. In December 2013, service associated with Invensys Incorporated in the City of Lake Forest was canceled at the request of the participant, and the funds have been returned to the program for use in future calls for projects. The Panasonic Avionics Corporation station vanpool project was amended (approved by the Board in December 2015) to utilize Project V funding, allowing the City of Lake Forest's established shuttle program to provide trips between the Irvine Metrolink Station and the Panasonic employment center as an alternative to providing vanpool services. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center began in December 2012 and was canceled in April 2016 due to low ridership.

Project T

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

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

Status: PROJECT COMPLETE



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



Project U

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNETM, and the Fare Stabilization Program. Since inception, a total of approximately \$52.9 million in Project U funding has been provided under M2.

Senior Mobility Program (SMP)

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

Status: Ongoing

Summary: This program provides one percent of net M2 revenues to continue and expand local community transportation service for seniors under the SMP. Since inception, more than \$15.1 million and 1,800,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately \$438,000 was paid* out to the 31 participating cities during the month of September.

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

Senior Non-emergency Medical Transportation Program (SNETM)

Status: Ongoing

Summary: This program provides one percent of net M2 revenues to supplement existing county-wide senior non-emergency medical transportation services. Since inception, more than \$16.5 million and 619,200 SNETM boardings have been provided. This quarter, approximately \$462,000 in SNETM funding was paid* to the County of Orange in the month of September.

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

Fare Stabilization Program

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

Status: Ongoing

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

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Project U continued from previous page...

Approximately \$940,000 in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During this quarter, based on the 3,594,281 program-related fixed route and ACCESS services boardings, approximately \$680,000 was utilized. Since inception of the program, more than \$18.7 million and 86,315,000 program-related boardings have been provided.

Project V

Contact: May Hout, Planning
(714) 560-5905

Community Based Transit/Circulators

Status: Service Updates

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

On June 13, 2016 the Board approved \$26.7 million in Project V funds for 17 transit service projects and \$323,780 for seven planning grants. OCTA staff has completed agreements with the local agencies to implement these projects. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. In August 2017, a Project V notice of cancellation was sent to the City of La Habra for the La Habra Express service since the service did not meet the minimum performance standards set forth in the Project V Guidelines. To date, the City of Westminster's Little Saigon Shuttle service has been discontinued. The City of Garden Grove is no longer pursuing the planning study that would have evaluated ridership demand for expansion of Westminster's circulator route into the City of Garden Grove. Staff will continue to monitor these services to ensure the performance standards are met and will provide reports to the Board on a regular basis.



Project W

Contact: May Hout, Planning
(714) 560-5905

Safe Transit Stops

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

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

According to October 2012 ridership data, 15 cities (containing at least one of the 100 busiest stops) are eligible for Safe Transit Stops funding. Seven cities applied for funds, and 51 projects were approved for funding per the July 2014 Board approval. The City of Anaheim was not able to implement the improvements for their projects and will reapply for funds during the next Call for Projects. The remaining 43 projects are moving forward. The cities of Irvine, Westminster, Costa Mesa, Orange, and Brea have completed their projects. The City of Santa Ana awarded their contract in June 2016 and anticipate completed installation of the shelters and other amenities by December 2017. Staff will continue to monitor and report on progress.

For OCTA-initiated improvements, the \$370,000 investment has been contributed towards a mobile ticketing application (app) that will make it more convenient for bus customers to purchase bus passes, obtain trip information, and board buses by allowing riders to use their smart phones to display proof of payment or "mobile ticketing." The smart phone app was launched on June 15, 2016, for OC Fair and Express Bus users and received positive reviews. The app went system-wide in February 2017 - expanding mobile ticketing to include regular fixed route, college pass, and reduced fare purchases (for seniors and persons with disabilities).



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Project X

Environmental Cleanup Program

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

Status: Ongoing

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). To date, there have been seven rounds of funding under the Tier 1 grants program. A total of 154 projects, amounting to approximately \$20.1 million, have been awarded by the Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program. Board approval of the release of the eighth Tier 1 Call for Projects is anticipated in spring 2018 in the amount of approximately \$2.8 million.

Staff continues to work with the ECAC and the County of Orange to recommend the appropriate timing for the next Tier 2 Call for Projects.

Part of Projects A-M

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

Freeway Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Summary: On June 19, 2017, the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. As a result, the M2 environmental process will be streamlined allowing OCTA to move forward with the M2 freeway projects (as described in the Conservation Plan) with little additional coordination from the Wildlife Agencies. The Conservation Plan also includes a streamlined process for coordination with CDFW for streambed alteration

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

agreements will also be reduced. This is needed for portions of freeway projects that cross through streams and riverbeds. The OCTA Conservation Plan is unique as it is only the second state/federal conservation plans approved in Orange County.

The program is proceeding as planned, with seven properties (Preserves) acquired (1,300 acres), and 12 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. The Board has authorized \$42 million (inclusive of setting aside funds for long-term land management) 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.

As part of the Conservation Plan process, an endowment is required to be established to pay for the long-term management of the Preserves. It is estimated that it will take up to fifteen years to fully fund the endowment, deposits are made on a fiscal year (July 1 through June 30) basis. As anticipated, the first annual deposit of \$2.9 million for the endowment was made in early 2017. A second deposit was made in August 2017. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

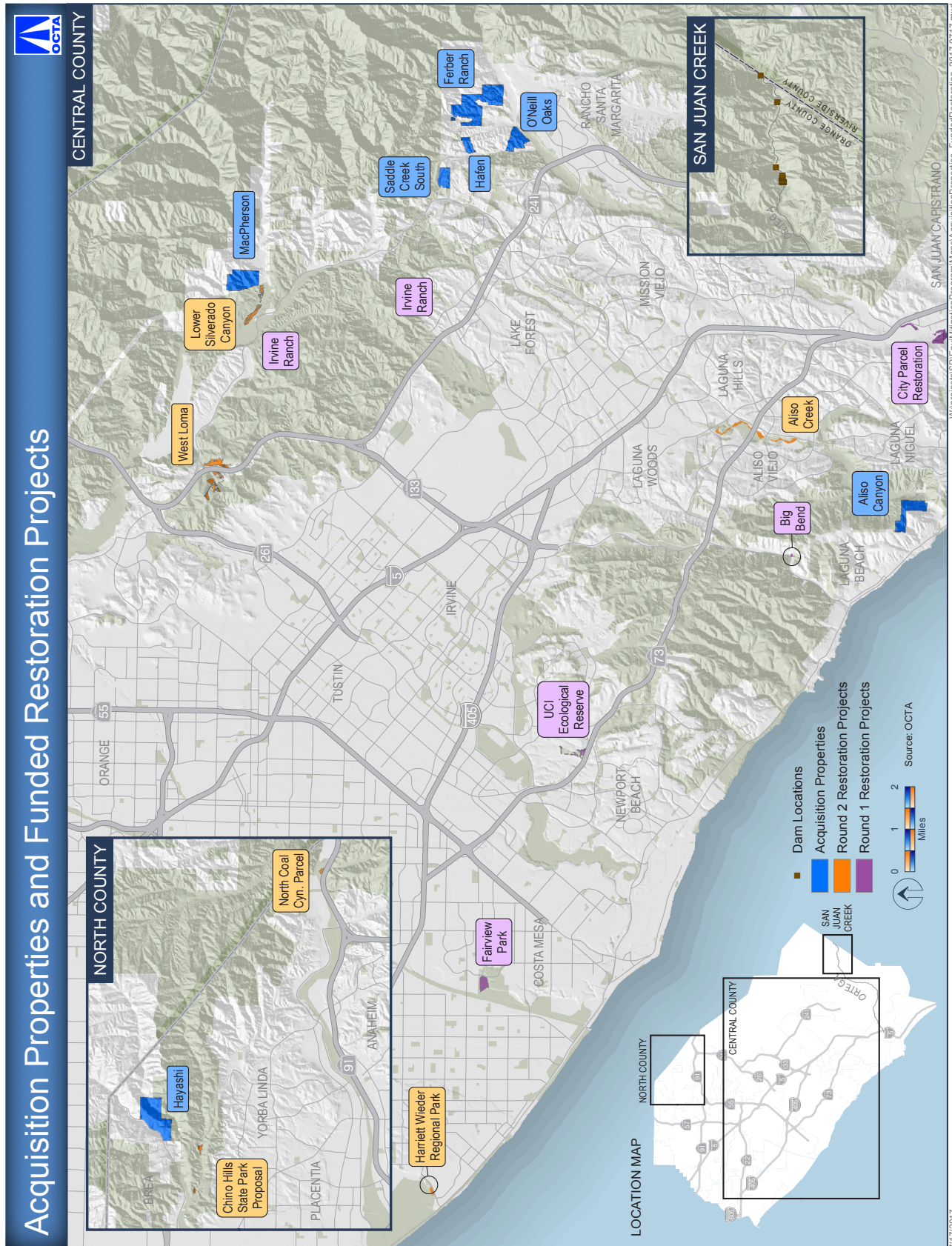
To date, five of the seven Preserve resource management plans (RMPs) have been completed and were finalized in September 2017. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. OCTA released the remaining two RMPs to the public on August 31, 2017. These two RMPs are available for review and comment for a 90-day period (deadline to comment is December 1, 2017). In September, the Board authorized funding to advance the streamlined federal clean water permitting requirements. Concurrently, OCTA is working with the State Water Resources Control Board to comply with the state clean water permit requirements. OCTA anticipates the streamlined processes will be effective by the end of 2017. Additionally, staff will continue to monitor the progress of all restoration projects and provide status updates to the Environmental Oversight Committee until each project is implemented. A list of scheduled 2017 wilderness Preserve hiking and equestrian riding tours is available on the M2 website at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member Environmental Oversight Committee (EOC) makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner that has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens.

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



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 holds a bi-monthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the Measure M programs. This quarter, the focus of the PMO has been on several major items, including the following.

Next 10 Delivery Plan

This quarter, the final sales tax receipts for FY 2016-17 were received and incorporated into the M2 sales tax forecast model. On September 11, 2017, the Board received a presentation on the most recent 2017 sales tax revenue forecast of \$13.5 billion, representing a \$700 million reduction from the sales tax forecast of \$14.2 billion assumed in the adopted Next 10 Plan. During the quarter, staff reviewed the Next 10 Plan revenue, expense, and schedule sequencing assumptions and prepared a plan update scheduled to go to the Board on November 13, 2017.

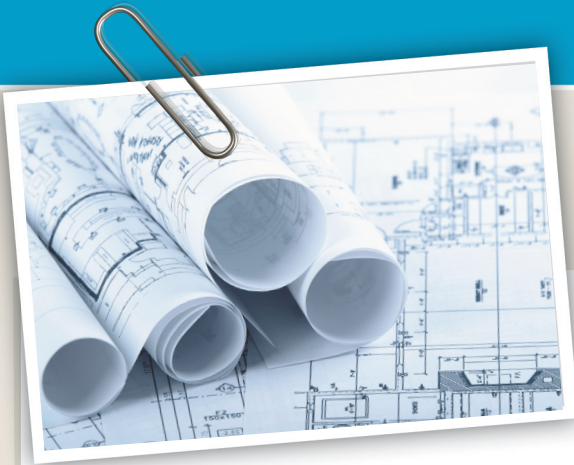
M2 Awareness and Signage

Due to the 2012-2015 M2 Performance Assessment findings regarding a lack of M2 awareness and public perception, staff began developing M2 Signage Guidelines. These uniform guidelines were intended to detail signage procedures for each of the M2 programs (Freeway, Streets & Roads, Transit, and Environmental projects) and were designed to create a common brand across all modes. The effort was stalled due to concern over the continued use of Measure M in Orange County. However, the passage of LA Metro's "Measure M" prompted staff to bring a proposal forward to the Board to change the measure's logo. Based on the 2016 focus group and the existing Board-approved family of OCTA logos, the recommended name and logo is OC Go. With the most common and visible use of the Measure M logo being on freeway funding signs and local street funding signs, staff brought initial concepts to the Legislative and Communications Committee (L&C Committee) for discussion on July 20, 2017. Based on L&C Committee feedback, staff revised the signage to emphasize "local" tax dollars and condense messaging to enhance readability. On September 25, 2017, The Board approved the OC Go identity and updated signage designs. In the next quarter, staff will work with Caltrans for final approval on future highway signage, finalize the M2 Signage Guidelines, and launch an OC Go Public Awareness Program. While a full transition from M2 to OC Go signage in Measure M2 programs and projects will take time, staff anticipates it will be completed during 2018.

OCTA Monitoring Structure for Federal Compliance

As a recipient and a "pass-through" agency of FTA and FHWA funding, OCTA is responsible for complying with all federal regulations. This evaluation is important to M2 projects and programs that are funded with federal monies, ensuring compliance requirements are met and internal protocols are completed efficiently. In June, OCTA selected Sjoberg Evashenk, Inc. to conduct a review of OCTA's monitoring structure for federal compliance. During this quarter, the consultant conducted onsite visits, began an analysis of OCTA's structure, and began a peer review of similar agencies (San Diego Association of Governments, Arizona Department of Transportation, Valley Metro Regional Public Transportation Authority, and Santa Clara Valley Transportation Authority). The goal is to look for efficiencies and determine a preferred structure that works in OCTA's environment. Initial findings and reports are expected in fall 2017.

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Market Conditions Forecast and Risk Analysis

On September 11, 2017, the Board was presented with a Next 10 Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant's analysis identifies a strong potential for OCTA to experience an increasing cost environment during the Next 10 delivery years. Four near-term cost risks were identified: neighboring county transportation construction programs, construction wage pressures, sustained low statewide unemployment, and residential construction demand and the effect on the public works construction market. The Board directed staff to develop a plan to monitor and track key early warning indicators and provide OCTA information on changes to the risk factors. Staff is working with the consultant to determine the indicators to track. These may include building permits, construction employment and wages, the number of project bidders and trends in bid amounts, construction commodity costs, executive opinion, and consumer sentiment. A summary of the monitoring effort will be presented to the Board at a minimum bi-annually and if noteworthy, more frequent updates will be provided through these M2 quarterly progress reports.

M2 Administrative Cost Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. 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 \$13.5 billion or 44 percent lower) 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, OCTA has incurred higher than one percent administrative costs. The Board approved the use of 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. 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 this quarter's 2017 Taxpayer Oversight Committee Report, the outstanding balance was \$2.0 million.

Measure M2

Progress Report

PROGRAM MANAGEMENT



PMO continued from previous page...

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation under M2. After the quarter ended, staff met on October 18, 2017, to review labor reports for this quarter to ensure costs attributed to the one percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on January 17, 2018, 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 and ensure compliance with all requirements of Measure M2 Ordinance No. 3. With the exception of the elected Auditor/Controller of Orange County who is identified as the chair of the TOC in Ordinance, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience independently 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 compliance. The responsibilities of the 11-member Measure M TOC are to:

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

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

This quarter, the TOC met on August 8, 2017 to elect a new Co-Chair and hear presentations on the I-405 Improvement Project and Environmental Mitigation Program. OCTA staff also provided the committee with information on the Next 10 review and plans provide an updated plan to the Board in the fall of 2017.



M2 Financing and Schedule of Funding

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

Revenue Forecast and Collection

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

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

Current Forecast

Based on long term forecasts received in July 2017, OCTA staff forecasts total nominal sales tax collections over the life of M2 to be approximately \$13.5 billion. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$13.5 billion, sales tax revenue will run approximately \$10.8 billion (44 percent) less than the original 2005 projection. The revenue forecast for the life of the M2 Program will vary as actual sales tax revenue data is incorporated.

Final sales tax receipts through the fourth quarter of fiscal year 2016-17 (June 30, 2017) were received at the end of the first quarter (September 2017) and reflected a growth in sales tax revenue of 2.63 percent over the same period of the prior fiscal year. The growth, while positive, is less than the budgeted sales tax growth rate of 4.4 percent for fiscal year 2016-17. With the 2017 revised sales tax revenue forecast, it is anticipated that next quarter the sales tax receipts will be more in line with what is budgeted. Staff will continue to closely monitor sales tax receipts.

Measure M2

Progress Report

PROGRAM MANAGEMENT



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Measure M2

Progress Report

REVENUE & EXPENDITURES



Schedule 1

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of September 30, 2017
(Unaudited)

(\$ in thousands)	Quarter Ended Sept 30, 2017	Year to Date Sept 30, 2017 (A)	Period from Inception to Sept 30, 2017 (B)
Revenues:			
Sales taxes	\$ 77,999	\$ 77,999	\$ 1,837,088
Other agencies' share of Measure M2 costs:			
Project related	23,807	23,807	570,159
Non-project related	-	-	454
Interest:			
Operating:			
Project related	62	62	190
Non-project related	2,529	2,529	21,592
Bond proceeds	823	823	45,717
Debt service	18	18	141
Commercial paper	-	-	393
Right-of-way leases	-	-	907
Proceeds on sale of assets held for resale	-	-	6,804
Donated assets held for resale	-	-	2,071
Miscellaneous:			
Project related	-	-	270
Non-project related	-	-	100
Total revenues	105,238	105,238	2,485,886
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	900	900	20,391
Professional services:			
Project related	151	151	311,509
Non-project related	82	82	17,280
Administration costs:			
Project related	2,229	2,229	55,686
Non-project related :			
Salaries and Benefits	640	640	20,640
Other	1,235	1,235	32,813
Other:			
Project related	5	5	4,854
Non-project related	21	21	3,913
Payments to local agencies:			
Project related	21,170	21,170	752,444
Capital outlay:			
Project related	46,890	46,890	677,857
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	34,560
Interest on long-term debt and commercial paper	10,519	10,519	147,398
Total expenditures	83,842	83,842	2,079,376
Excess (deficiency) of revenues over (under) expenditures	21,396	21,396	406,510
Other financing sources (uses):			
Transfers out:			
Project related	(868)	(868)	(30,785)
Transfers in:			
Project related	1,973	1,973	81,481
Non-project related	(1,973)	(1,973)	-
Bond proceeds	-	-	358,593
Total other financing sources (uses)	(868)	(868)	409,289
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ 20,528	\$ 20,528	\$ 815,799

Measure M2

Progress Report

REVENUE & EXPENDITURES



Schedule 2

Measure M2
Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)
as of September 30, 2017
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2017 (actual)	Year to Date Sept 30, 2017 (actual) (C.1)	Period from Inception through Sept 30, 2017 (actual) (D.1)	Period from October 1, 2017 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Revenues:					
Sales taxes	\$ 77,999	\$ 77,999	\$ 1,837,088	\$ 11,648,404	\$ 13,485,492
Operating interest	2,529	2,529	21,592	173,655	195,247
Subtotal	<u>80,528</u>	<u>80,528</u>	<u>1,858,680</u>	<u>11,822,059</u>	<u>13,680,739</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	100	-	100
Total revenues	<u>80,528</u>	<u>80,528</u>	<u>1,859,234</u>	<u>11,822,059</u>	<u>13,681,293</u>
Administrative expenditures:					
SBOE fees	900	900	20,391	176,772	197,163
Professional services	82	82	13,504	79,820	93,324
Administration costs :					
Salaries and Benefits	640	640	20,640	117,831	138,471
Other	1,235	1,235	32,813	196,236	229,049
Other	21	21	3,913	20,085	23,998
Capital outlay	-	-	31	-	31
Environmental cleanup	494	494	28,832	229,031	257,863
Total expenditures	<u>3,372</u>	<u>3,372</u>	<u>120,124</u>	<u>819,775</u>	<u>939,899</u>
Net revenues	<u>\$ 77,156</u>	<u>\$ 77,156</u>	<u>\$ 1,739,110</u>	<u>\$ 11,002,284</u>	<u>\$ 12,741,394</u>
<hr/>					
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,885,000	\$ 2,243,593
Interest revenue from bond proceeds	823	823	45,717	99,993	145,710
Interest revenue from debt service funds	18	18	141	4,747	4,888
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>841</u>	<u>841</u>	<u>404,844</u>	<u>1,989,740</u>	<u>2,394,584</u>
Financing expenditures and uses:					
Professional services	-	-	3,776	13,195	16,971
Bond debt principal	-	-	34,560	2,201,066	2,235,626
Bond debt and other interest expense	10,519	10,519	147,398	1,000,356	1,147,754
Total financing expenditures and uses	<u>10,519</u>	<u>10,519</u>	<u>185,734</u>	<u>3,214,617</u>	<u>3,400,351</u>
Net bond revenues (debt service)	<u>\$ (9,678)</u>	<u>\$ (9,678)</u>	<u>\$ 219,110</u>	<u>\$ (1,224,877)</u>	<u>\$ (1,005,767)</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2017
(Unaudited)

Schedule 3

Project	Description	Net Revenues through Sept 30, 2017	Total Net Revenues
	(G)	(H)	(I)
<i>(\$ in thousands)</i>			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 68,547	\$ 502,204
B	I-5 Santa Ana/SR-55 to El Toro	43,783	320,769
C	I-5 San Diego/South of El Toro	91,445	669,961
D	I-5 Santa Ana/San Diego Interchange Upgrades	37,628	275,678
E	SR-22 Garden Grove Freeway Access Improvements	17,501	128,222
F	SR-55 Costa Mesa Freeway Improvements	53,379	391,078
G	SR-57 Orange Freeway Improvements	37,730	276,426
H	SR-91 Improvements from I-5 to SR-57	20,418	149,593
I	SR-91 Improvements from SR-57 to SR-55	60,745	445,038
J	SR-91 Improvements from SR-55 to County Line	51,367	376,332
K	I-405 Improvements between I-605 to SR-55	156,463	1,146,306
L	I-405 Improvements between SR-55 to I-5	46,627	341,605
M	I-605 Freeway Access Improvements	2,917	21,370
N	All Freeway Service Patrol	21,877	160,278
	Freeway Mitigation	37,391	273,940
	Subtotal Projects	747,818	5,478,800
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 747,818	\$ 5,478,800
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 173,913	\$ 1,274,155
P	Regional Traffic Signal Synchronization Program	69,562	509,640
Q	Local Fair Share Program	313,040	2,293,451
	Subtotal Projects	556,515	4,077,246
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 556,515	\$ 4,077,246
	%		

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2017
(Unaudited)

Schedule 3

Expenditures through Sept 30, 2017 (J)	Reimbursements through Sept 30, 2017 (K)	Net M2 Cost (L)
\$ 6,102	\$ 1,991	\$ 4,111
6,987	4,335	2,652
103,019	41,415	61,604
1,836	527	1,309
4	-	4
8,866	23	8,843
46,276	11,069	35,207
33,655	824	32,831
18,840	2,390	16,450
6,932	5,294	1,638
165,017	14,617	150,400
7,644	4,893	2,751
1,395	16	1,379
2,158	-	2,158
49,179	2,107	47,072
<hr/>	<hr/>	<hr/>
457,910	89,501	368,409
38,407	-	38,407
<hr/>	<hr/>	<hr/>
\$ 496,317	\$ 89,501	\$ 406,816
		32.6%
<hr/>		
\$ 676,744	\$ 407,635	\$ 269,109
39,222	4,879	34,343
298,248	77	298,171
<hr/>	<hr/>	<hr/>
1,014,214	412,591	601,623
42,659	-	42,659
<hr/>	<hr/>	<hr/>
\$ 1,056,873	\$ 412,591	\$ 644,282
		51.6%

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Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2017
(Unaudited)

Schedule 3

Project	Description	Revenues through Sept 30, 2017	Total Revenues
	(G)	(H.1)	(I.1)
	(\$ in thousands)		
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 160,862	\$ 1,270,765
S	Transit Extensions to Metrolink	153,523	1,124,770
T	Metrolink Gateways	27,244	65,124
U	Expand Mobility Choices for Seniors and Persons with Disabilities	54,537	441,810
V	Community Based Transit/Circulators	34,773	254,760
W	Safe Transit Stops	3,838	28,119
	Subtotal Projects	434,777	3,185,348
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 434,777	\$ 3,185,348
	%		
	Measure M2 Program	\$ 1,739,110	\$ 12,741,394
	(W.1) (Revenue)		
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 37,174	\$ 273,615
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 37,174	\$ 273,615
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 27,556	\$ 202,282
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 18,587	\$ 136,807
	%		



Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2017
(Unaudited)

Schedule 3

Expenditures through Sept 30, 2017 (J)	Reimbursements through Sept 30, 2017 (K)	Net M2 Cost (L)
\$ 164,483	\$ 95,932	\$ 68,551
13,274	2,133	11,141
98,212	60,956	37,256
51,757	88	51,669
4,178	363	3,815
275	26	249
<u>332,179</u>	<u>159,498</u>	<u>172,681</u>
<u>23,857</u>	<u>-</u>	<u>23,857</u>
<u>\$ 356,036</u>	<u>\$ 159,498</u>	<u>\$ 196,538</u>
		15.8%
<u><u>\$ 1,909,226</u></u>	<u><u>\$ 661,590</u></u>	<u><u>\$ 1,247,636</u></u>
<u>\$ 28,832</u>	<u>\$ 292</u>	<u>\$ 28,540</u>
<u>-</u>	<u>-</u>	<u>-</u>
<u>\$ 28,832</u>	<u>\$ 292</u>	<u>\$ 28,540</u>
		1.5%
<u>\$ 20,391</u>	<u>\$ -</u>	<u>\$ 20,391</u>
		1.1%
<u>\$ 20,640</u>	<u>\$ 2,053</u>	<u>\$ 18,587</u>
		1.0%

Measure M2

Progress Report
LOCAL FAIR SHARE



M2 Funds		
ENTITY	1st Quarter FY 2017/18	FUNDS TO DATE
ALISO VIEJO	\$101,914.83	\$3,694,304.94
ANAHEIM	\$916,364.85	\$32,140,554.08
BREA	\$145,796.84	\$5,367,975.18
BUENA PARK	\$221,842.82	\$8,531,241.36
COSTA MESA	\$381,122.65	\$13,528,102.51
CYPRESS	\$136,343.08	\$5,006,717.23
DANA POINT	\$88,662.36	\$3,058,247.30
FOUNTAIN VALLEY	\$160,503.39	\$5,844,617.54
FULLERTON	\$339,084.16	\$12,178,400.60
GARDEN GROVE	\$387,834.04	\$13,955,603.99
HUNTINGTON BEACH	\$498,457.44	\$18,160,750.28
IRVINE	\$728,099.33	\$24,751,735.93
LAGUNA BEACH	\$66,484.43	\$2,382,458.15
LAGUNA HILLS	\$88,716.34	\$3,192,107.10
LAGUNA NIGUEL	\$173,674.85	\$6,276,629.15
LAGUNA WOODS	\$32,602.06	\$1,202,245.07
LA HABRA	\$136,077.87	\$4,953,371.83
LAKE FOREST	\$208,453.54	\$7,348,714.95

Measure M2

Progress Report

LOCAL FAIR SHARE



ENTITY	1st Quarter FY 2017/18	FUNDS TO DATE
LA PALMA	\$38,186.17	\$1,599,671.96
LOS ALAMITOS	\$34,048.45	\$1,213,505.90
MISSION VIEJO	\$242,085.31	\$8,784,717.03
NEWPORT BEACH	\$280,383.44	\$10,274,844.83
ORANGE	\$428,088.81	\$15,389,967.35
PLACENTIA	\$123,904.94	\$4,446,262.24
RANCHO SANTA MARGARITA	\$110,728.46	\$3,972,871.74
SAN CLEMENTE	\$148,172.62	\$5,213,647.44
SAN JUAN CAPISTRANO	\$98,668.84	\$3,555,348.89
SANTA ANA	\$735,487.30	\$25,990,822.91
SEAL BEACH	\$61,953.49	\$2,386,254.49
STANTON	\$77,630.50	\$2,819,956.27
TUSTIN	\$237,154.01	\$8,323,910.02
VILLA PARK	\$13,649.75	\$488,748.42
WESTMINSTER	\$224,056.17	\$8,005,053.87
YORBA LINDA	\$157,304.78	\$5,612,558.70
COUNTY UNINCORPORATED	\$504,325.25	\$17,224,111.17
TOTAL M2 FUNDS	\$8,327,863.17	\$296,876,030.42

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

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule (Planned/Forecasted)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
FREEWAY PROJECTS					
I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-15	Dec-17	Feb-20
Project A	\$39.9	Jun-11	Jun-15	Apr-18	Jun-20
I-5, I-405 to SR-55	TBD	May-14	TBD	TBD	TBD
Project B	TBD	May-14	TBD	TBD	TBD
I-5, Avenida Pico to Avenida Vista Hermosa	\$113.0	Jun-09	Jun-11	Dec-14	Aug-18
Project C	\$89.5	Jun-09	Jun-11	Dec-14	May-18
I-5, Avenida Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Jun-11	Dec-13	Mar-17
Project C	\$71.4	Jun-09	Jun-11	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Jun-11	Oct-13	Sep-16
Project C	\$71.3	Jun-09	Jun-11	Dec-13	Apr-18
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Mar-15	Dec-18	Jan-24
Project C & D	\$190.5	Oct-11	Mar-15	Oct-19	Oct-24
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Nov-14	Jun-18	Feb-23
Project C & D	\$191.0	Oct-11	Nov-14	Dec-18	Aug-23
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Mar-15	May-19	Jun-23
Project C	\$166.5	Oct-11	Mar-15	Feb-20	Mar-24
I-5, El Toro Road Interchange	TBD	Apr-17	TBD	TBD	TBD
Project D	TBD	Apr-17	TBD	TBD	TBD
I-5, Ortega Interchange	\$90.9	Sep-05	Jan-09	Aug-12	Sep-15
Project D	\$75.1	Sep-05	Jan-09	Aug-12	Jan-16
I-5, Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Jan-14	Sep-15	Sep-16

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Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule (Planned/Forecasted)			
		Begin Environmental	Begin Design	Begin Construction	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	TBD	TBD	TBD
Project F	\$410.9	May-11	Sep-17	May-21	Jun-25
SR-55, I-5 to SR-91	TBD	Dec-16	TBD	TBD	TBD
Project F	TBD	Dec-16	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	Apr-16	TBD	TBD	TBD
Project G	TBD	Apr-16	TBD	TBD	TBD
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-08	Aug-11	Sep-14
Project G	\$38.5	Apr-08	Aug-08	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	May-09	Sep-17	Nov-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Aug-05	Feb-08	Oct-10	May-14
Project G	\$52.6	Aug-05	Feb-08	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Aug-05	Feb-08	Oct-10	Sep-14
Project G	\$55.5	Aug-05	Feb-08	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Oct-14	Mar-18	May-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-18	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Oct-09	Nov-12	Apr-16
Project H	\$59.6	Jul-07	Mar-10	Jan-13	Jun-16

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		Begin Environmental	Begin Design	Begin Construction	Complete Construction
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	Nov-14	Mar-17	Dec-17
SR-91, SR-56 to SR-57	TBD	Jan-15	TBD	TBD	TBD
Project I	TBD	Jan-15	TBD	TBD	TBD
SR-91 (WB), SR-55 to Tustin Avenue Interchange	\$49.9	Jul-08	Jul-11	Oct-13	Jul-16
Project I	\$42.8	Jul-08	Jun-11	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jun-09	Sep-11	Dec-12
Project J	\$79.6	Jul-07	Apr-09	May-11	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	May-12	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Jul-07	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Jul-07	Aug-09	Jan-11
I-405, SR-73 to I-605 (Design-Build)	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
Project K	\$1,900.0	Mar-09	Mar-14	Nov-16	May-23
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	TBD	TBD	TBD
I-605, I-605/Katella Interchange	TBD	Aug-16	TBD	TBD	TBD
Project M	TBD	Aug-16	TBD	TBD	TBD

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GRADE SEPARATION PROJECTS					
Kraemer Boulevard Railroad Grade Separation (Placentia)	\$70.4	Jan-01	Jan-09	Aug-11	Oct-14
Project O	\$63.5	Jan-01	Feb-09	Sep-11	Dec-14
Lakeview Avenue Railroad Grade Separation (Anaheim/Placentia)	\$70.2	Jan-01	Feb-09	May-13	Mar-17
Project O	\$107.4	Jan-01	Feb-09	Nov-13	Jun-17
Orangethorpe Avenue Railroad Grade Separation (Anaheim/Placentia)	\$117.4	Jan-01	Feb-09	May-12	Sep-16
Project O	\$108.6	Jan-01	Feb-09	Jan-13	Oct-16
Placentia Avenue Railroad Grade Separation (Placentia)	\$78.2	Jan-01	Jan-09	Jun-11	Nov-14
Project O	\$64.6	Jan-01	Jan-09	Jul-11	Dec-14
Raymond Avenue Railroad Grade Separation (Fullerton)	\$77.2	Feb-09	Mar-10	May-13	Aug-18
Project O	\$124.8	Feb-09	Mar-10	Feb-14	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jul-06	May-13	May-18
Project O	\$97.0	Dec-08	Jul-06	Feb-14	Jan-18
Tustin Avenue/Rose Drive Railroad Grade Separation (Anaheim/Placentia)	\$103.0	Jan-01	Feb-09	Aug-12	May-16
Project O	\$98.3	Jan-01	Feb-09	Feb-13	Oct-16
Sand Canyon Avenue Railroad Grade Separation (Irvine)	\$55.6	N/A	Jan-04	Feb-11	May-14
Project R	\$61.8	N/A	Jan-04	Feb-11	Jan-16
17th Street Railroad Grade Separation	TBD	Oct-14	TBD	TBD	TBD
Project R	TBD	Oct-14	TBD	TBD	TBD

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RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Jan-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Jan-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Feb-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Feb-12	May-13	Mar-14
Anaheim Canyon Metrolink Station	\$27.9	Jan-16	TBD	TBD	TBD
Project R	\$27.9	Jan-16	Feb-18	Sep-19	Dec-20
Fullerton Transportation Center - Elevator Improvements	\$3.5	N/A	Jan-12	Sep-14	Mar-17
Project R	\$4.6	N/A	Jan-12	Apr-15	Sep-18
Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act Ramps	\$3.5	Jul-13	Jul-13	Jan-15	Apr-17
Project R	\$5.2	Jul-13	Jul-13	Oct-15	Sep-17
Orange Transportation Center Metrolink Parking Structure	\$33.2	Dec-09	Nov-10	Nov-16	Jun-18
Project R	\$32.3	Dec-09	Nov-10	Jun-17	Jan-19
Placentia Metrolink Station Improvements and Parking Structure	\$34.8	Jan-03	Oct-08	TBD	TBD
Project R	\$34.8	Jan-03	Oct-08	Aug-18	Mar-20
Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding	\$25.3	Aug-11	Mar-15	Dec-16	Jan-19
Project R	\$30.8	Aug-11	Mar-15	Jul-18	Aug-20
Anaheim Regional Transportation Intermodal Center (ARTIC)	\$227.4	Apr-09	Jun-09	Jul-12	Nov-14
Project R & T	\$230.4	Apr-09	Jun-09	Sep-12	Dec-14

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LOS ANGELES

SAN BERNARDINO

ORANGE COUNTY

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RIVERSIDE

SAN DIEGO

