



**May 23, 2014**

**To:** Members of the Board of Directors

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

**Subject:** Measure M2 Progress Report for the Period of January 2014 Through March 2014

**Overview**

Staff has prepared a Measure M2 progress report for the period of January 2014 through March 2014 for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

**Recommendation**

Receive and file as an information item.

**Background**

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

The Measure M2 (M2) Transportation Ordinance and Transportation Investment Plan, Ordinance No. 3, requires quarterly status reports regarding the major projects detailed in the ordinance be filed with 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 within the overall M2 Program for the period of January 1, 2014 through March 31, 2014 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information included in the Capital Action Plan (CAP), Local Fair Share, and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception through March 2014.

Each quarter, the M2020 section is updated to provide further progress/status towards meeting the 14 objectives and managing the ten major risks outlined in the M2020 Plan.

The following highlights reflect third quarter activities; recent developments are also included if available during the production of this staff report:

The project development phase for all M2 freeway projects is coming to a close. All remaining M2 projects needing to complete a project study report (PSR)/project development support (PDS) are underway and are slated to be complete by the end of the calendar year. Consistent with this progress, the draft PSR/PDS for State Route (SR-55) between Interstate 5 (I-5) and State Route 91 (SR-91, Project F) were submitted to the California Department of Transportation (Caltrans) for review this quarter. Two additional projects are also awaiting PSR/PDS approval from Caltrans. Approval of these documents has been delayed pending additional discussion on the breadth of alternatives to be studied further. The projects include: I-5 El Toro Road interchange (Project D), and SR-91 between State Route 57 (SR-57) and SR- 55 (Project I).

A number of M2 freeway projects are either entering the environmental phase or are nearing completion. A request for proposals was released for the environmental study of Interstate 405 (I-405) between SR-55 and I-5 (Project L); this work is anticipated to begin in November 2014. The SR-55 between I-405 and the I-5 (Project F), and the I-405 between SR-55 and Interstate 605 (Project K) continue to be delayed, as noted in the CAP. The CAP is presented to the Board on a quarterly basis and is also included in Attachment A. The Program Management Office keeps a close watch on project delays to assess potential impacts to the approved plan. Significant delays on projects, such as the two mentioned above, will have a cost implication that may ultimately affect delivery of the complete program.

Significant freeway construction progress continues to be made, with contractor construction bids coming in near or below the engineers' estimates. The SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard (Project G) opened all lanes to traffic on April 27, 2014. Two projects broke ground: SR-91 between SR-55 and the Tustin Avenue interchange (Project I), and I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road (segment 3 of Project C). Additionally, the federal authorization to begin construction was secured for I-5 from Avenida Vista Hermosa to PCH (segment 2 of Project C).

Two milestones for the OC Bridges Program attest to the progress of this streets and roads initiative: the Placentia Avenue Grade Separation Project (Project O) was opened to traffic, and the Lakeview Avenue Grade Separation Project (Project O) was advertised for construction during the quarter.

Discussions regarding the future of the proposed fixed-guideway projects, as well as the importance of interconnectivity, continue. Staff will seek direction on what agency should ultimately own and operate the system and what is the best approach to ensure New Starts funding competitiveness. This quarter, OCTA staff and the City of Santa Ana updated OCTA's Transit Committee on the Santa Ana/Garden Grove Fixed-Guideway Project (Project S). Technical studies for the Anaheim Rapid Connection Project (Project S) environmental process are underway.

The Board approved the Safe Transit Stops (Project W) framework at its March 10, 2014 meeting. Staff will work with the eligible local agencies to prepare needs assessment for the first 100 busiest OCTA bus stops and return to the Board in August 2014 with recommendations.

The Freeway Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (DEIR/EIS) were both approved for public release by the OCTA Board on January 27, 2014. The release of the NCCP/HCP and DEIR/EIS has been delayed to accommodate management and legal reviews by U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. Considerations on how to address long-term management of these properties will be a topic of discussion in the coming months.

### ***Summary***

As required by M2 Ordinance No. 3, a quarterly report covering activities from January 2014 through March 2014 is provided to update progress in

implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website. Hard copies are available by mail upon request.

***Attachment***

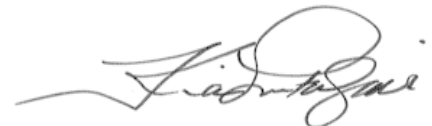
- A. Measure M2 Progress Report – Third Quarter of Fiscal Year 2013-14 – January 1, 2014 through March 31, 2014

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# Third Quarter Highlights:

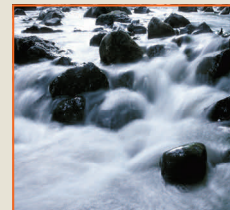
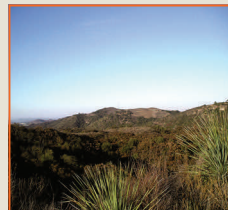
- Freeway Projects
- Streets & Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Program Management Office



# Measure M2

## Progress Report

Third Quarter of Fiscal Year 2013-14  
 January 1, 2014 through March 31, 2014



# Measure M2

## Progress Report



### PROGRESS REPORT

#### SUMMARY



As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from January 1, 2014 through March 31, 2014 is provided to update progress in implementing the M2 Transportation Investment Plan.

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

# Measure M2

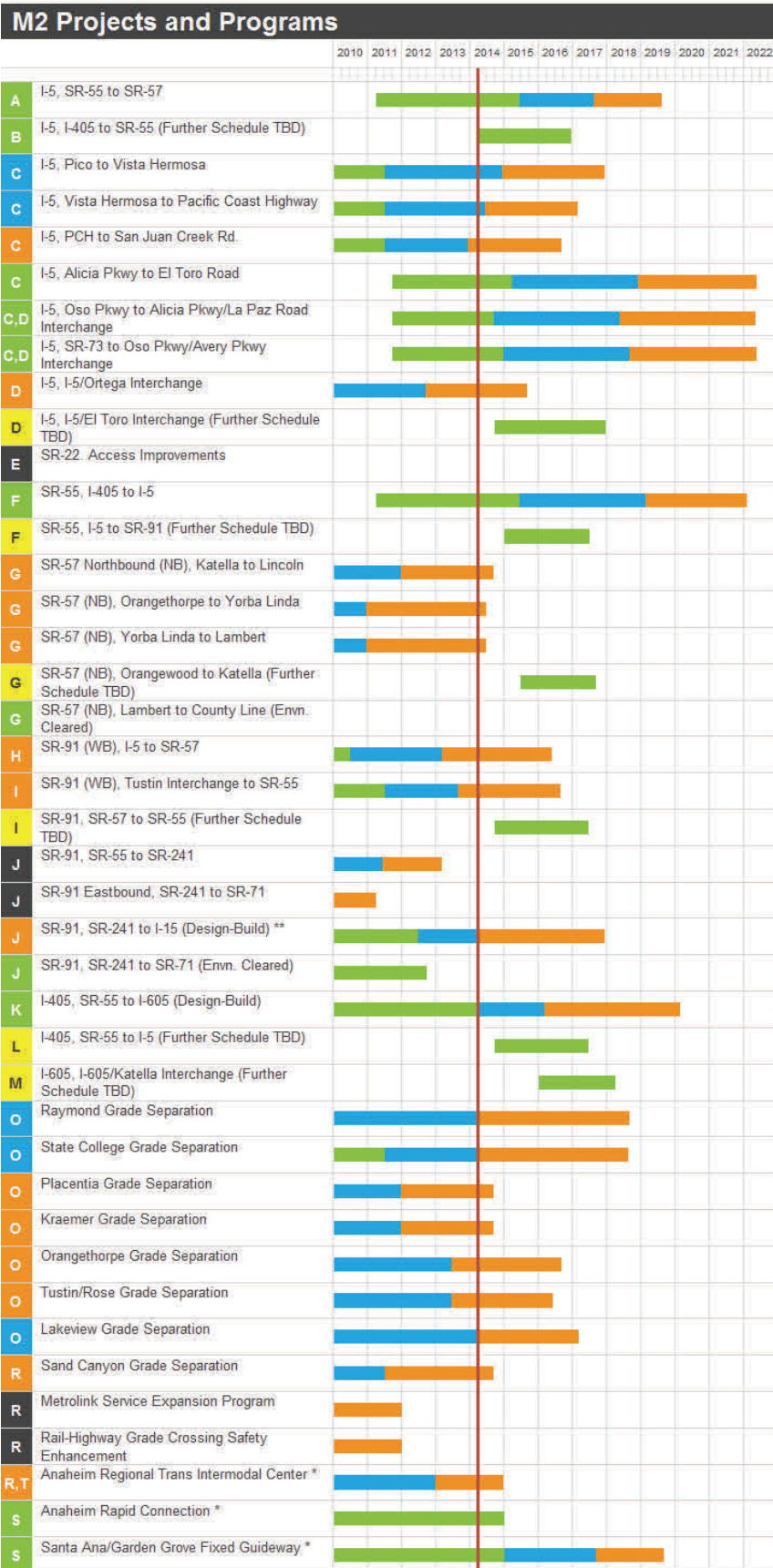
## Progress Report



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# Project Schedules

# Measure M2 Progress Report



\* Projects managed by local agencies.  
 \*\* Project managed and funded by Riverside County Transportation Commission.

Project S schedule is subject to OCTA Board of Directors (Board) direction and approved funding.

Project schedules current as of March 1, 2014.





**M2020 UPDATE**

## M2020 Plan

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

### Progress Update

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

Although funded separately, the M2020 Plan also includes a provision for issuing bicycle and pedestrian calls for projects, contingent on available Congestion Mitigation and Air Quality (CMAQ) funds. Two such calls have been held to date. The first call (August 13, 2012) provided \$9.4 million in funding for 23 projects. On August 12, 2013, the Board approved to release the BCIP 2014 call providing up to \$4.3 million in funding. On January 13, 2014, the Board approved the submittal of all 11 projects to the statewide Active Transportation Program's (ATP) call for projects. If any of the 11 projects are not successful via the ATP, the Board approved funding ten of the 11 projects through OCTA's CMAQ funding.

### M2020 Plan Objectives

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

One of the 14 projects is already complete, SR-91 between SR-55 and SR-241 (Project J), and two projects are anticipated to be complete next quarter, SR-57 NB between Orangethorpe Avenue and Yorba Linda Road (Project G) as well as SR-57 NB between Yorba Linda Road and Lambert Road (Project G). Five of the 14 projects are currently under construction, with a sixth slated to begin construction next quarter, and a seventh to begin construction in late 2014. The I-405 project between SR-55 and I-605 is slated to begin the ad/award process next quarter. The three remaining projects are moving through the project development process and are currently in the environmental phase. For more details, see previous page (Project Schedules) and the project updates contained in the following pages.

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

Two of the nine projects are already environmentally cleared: Riverside County Transportation Commission's (RCTC) Corridor Improvement Program, SR-91 between SR-241 and SR-71 (Project J), and SR-57 NB between Lambert Road and the County line (Project G). Next quarter, the I-5 project between I-405 and SR-55 (Project B) is anticipated to begin its environmental phase. The remaining projects are scheduled to begin the environmental phase as shown on the previous page (Project Schedules).

# Measure M2

## Progress Report



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

To date, more than \$5.9 million in projects are complete, with more than \$68 million currently in construction phases, as well as more than \$698 million committed to the OC Bridges grade separation projects, which are currently in construction. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, since inception, approximately \$120 million of Local Fair Share funds (Project Q) has already been distributed to local agencies, with approximately \$50 million expected to be distributed yearly through 2020.

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

Through M2 calls for projects so far, more than 2,000 signals have been designated for improvements. The application deadline for the last call for projects, totaling \$12 million, was October 25, 2013; ten applications were received and are in review. The Board will be provided funding recommendations in April. To date, OCTA and local agencies have synchronized 1,074 intersections along 269 miles of streets. It is anticipated that over the next three years, the signal program target of synchronizing at least 2,000 signalized intersection will be met by 2016.

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

Although well underway before the M2020 Plan was adopted, part of Project R (Metrolink Grade Crossing Improvements) was completed as part of the Metrolink Service Expansion Plan (MSEP). This enhanced 52 Orange County rail-highway grade crossings with safety improvements, whereby the cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones at respective crossings.

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

OCTA is reviewing plans to determine the best approach for peak capacity service expansion. This includes a determination on how to re-deploy a number of the trains for improved service results. This involves possible options to provide new trips from Orange County to Los Angeles and San Diego counties, contingent on available funding and cooperation with involved counties. OCTA is currently working with the BNSF Railway (BNSF) and the Los Angeles County Metropolitan Transportation Authority (LA Metro) to address any track-sharing issues, and will return to the Board with the agreed plan. A plan is anticipated to be in place by the end of the calendar year.

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

At this time, two fixed-guideway projects are in the process of being implemented: the Anaheim Rapid Connection (ARC) Project and the Santa Ana-Garden Grove Fixed-Guideway project. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and approximately \$11 million to the City of Santa Ana, totaling approximately \$29 million. This total is not included in the proposed \$575 million amount. OCTA continues to work on the development of draft policy guidelines which will be presented to the Board in May 2014.

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

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC) with construction underway. The project is approximately 70 percent time completed, and approximately 66 percent complete by dollars spent. The substantial completion date remains on schedule for November 2014.

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

To date, more than \$20 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.

# Measure M2

## Progress Report



*Continues on next page...*

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

On June 24, 2013, the OCTA Board approved up to \$9.8 million to fund five projects received as part of the first call for projects. OCTA staff continues to work with the cities to execute any necessary agreements and procure buses for the community circulators. All participating cities will have services in place by the end of 2014. The next Project V Call for Projects is anticipated to be held in 2016.

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

The Freeway Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and eight of the 11 restoration projects approved by the Board, totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

OCTA staff will release draft resource management plans (RMPs) to determine appropriate management (consistent with the Freeway Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan [NCCP/HCP]) of acquired properties. It is important to note that the RMP process is separate from the NCCP/HCP planning process. The draft RMPs for the first five properties are under preparation. Public release of these management plans will follow the release schedule of the Draft NCCP/HCP and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS), anticipated for mid-2014. The public will have an opportunity to comment on the draft RMPs before they are finalized. The remaining RMPs will be developed once biological surveys have been conducted and will follow the same process.

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

On March 10, 2014, the OCTA Board approved the release of the FY 2014-15 Tier 1 Call for Projects, which occurred on March 17, 2014 and will conclude on May 16, 2014. Funding recommendations for the fourth Tier 1 Call for Projects are anticipated for Board approval in late summer 2014. Staff will continue to provide support to the cities and the County for Tier 1 grants program during the call for projects period.

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

The second Tier 2 Call for Projects concluded on September 20, 2013, with approximately \$25 million available. On April 17, 2014, the OCTA Board approved the funding of 14 projects, totaling \$15.19 million. There remains approximately \$10 million for a third call for projects. Staff will work with the Environmental Cleanup Allocation Committee on the next call issuance.



Key:

- On Track
- At Risk
- One To Watch
- Complete

### M2020 Risk Update

The M2020 Plan identified ten major risks as a result of the aggressive advancement of M2 projects and programs. OCTA recognized that these risks need to be actively addressed to ensure delivery of the plan by 2020. The ten major risks are listed below with the actions taking place to address them.

	Organizational Risk	Proposed Action	Explanation
	1 Organizational readiness to tackle multi-billion dollar capital program considering scale of projects.	An organizational assessment of M2 with a special emphasis on organizational structure has been completed.	Findings from the completed organizational assessment indicated some resource needs and adjustments but no fatal flaws.
	2 Realistic assessment of delivery schedules and required resources.	The organizational assessment reviewed best practices and peer agency approaches to project schedule and resource analysis.	Findings indicate that OCTA's use of Project Controls is very effective in this area. The addition of a Project Controls function in the PMO department will provide added value.
	3 Availability of specialized staff given the scope of right-of-way (ROW) activities between 202 and 365 parcels affected (includes temporary construction easements) by the I-405 alone depending on the alternative selected.	Availability of specialized staff given the scope of right-of-way (ROW) activities between 202 and 365 parcels affected (includes temporary construction easements) by the I-405 alone depending on the alternative selected.	Findings have indicated an issue with the current ROW resources. Recommendation on how to address this issue will be included in the 2014/15 proposed budget.
	4 Availability of management and technical capabilities to deliver/operate future rail guideway projects.	Prepare a report on guideway project delivery and operation management plans concurrent with completion of the respective environmental phase.	The current project status has not yet reached the point to move forward with initiating the management plans. Findings from the Organizational Assessment indicate the need for additional resources if OCTA decides to move forward as the owner/operator of guideways projects.
	5 Exposure to added bond costs due to schedule changes.	A Plan of Finance to address the optimal finance dates and structure was developed and approved by the Board on November, 26, 2012. The plan includes a conservative approach with three debt issuance dates which allows for flexibility in how much debt to incur and when.	The adopted Plan of Finance is in line with current project and program plans. Staff reviewed the M2020 Plan and the Plan of Finance. It was presented to the Board on September 9, 2013, and showed that the M2020 Plan is still deliverable to date.

# Measure M2

## Progress Report



	Organizational Risk	Proposed Action	Explanation
	6 Delay in project phases affecting overall costs and ability to deliver the M2020 Plan.	Identify critical program activities and develop strategies to minimize delays.	A critical factor in delivering the M2020 Plan is based on keeping project costs and schedules on target. The current delay by Caltrans to select the locally preferred alternative is a concern to the overall delivery schedule. This project, as well as others, will be closely monitored and impacts will be communicated to the Board.
	7 Changes in Priorities over the life of the program.	Implement a defined process to assess tradeoffs of changes in priorities.	The Plan of Finance, adopted by the Board in 2012, included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.
	8 Legislative authority to use design/build (D/B) for delivery methods.	OCTA has sponsored legislation to allow for the delivery of the I-405 improvements utilizing a design/build delivery method. Assemblyman Tom Daly is the author of this bill (AB 401).	AB 401 was signed into law by the Governor on September 25, 2013. A lawsuit has been filed by ACEC challenging portions of the statutory language. If ACEC prevails in the lawsuit, the design-build authority provided under AB 401 would expire one year after Caltrans posts the notice of legal decision. This would impact OCTA's authority to move forward with design-build on the I-405 (Project K).
	9 Internal/external agency functional units not available, overloaded, or have competing priorities.	The Organizational Assessment conducted a workload analysis to determine what is required for staffing and contracting out to deliver the M2020 Plan. The review in particular focused on contracting, project management, project controls, and accounts payable resources. Proposed actions also include partnering with Caltrans to align priorities and resources, and ensuring timely implementation of Breaking Down Barriers objectives.	The Organizational Assessment recommended department structure changes and resource needs. Caltrans resources are also a concern, and OCTA staff will continue to work with them to address our needs. OCTA resource needs adjustments will be included in the 2014/15 proposed budget.
	10 Ability of local agencies to balance pavement management needs with new capacity and transit project funds for matching requirements.	Provide a comprehensive overview in a workshop setting of all funding opportunities to local agencies to support strategic decision making at the local level.	OCTA conducted a workshop in June 2103 providing local agencies with information to help them make informed decisions.



## FREEWAY PROJECTS

### Interstate 5 (I-5) Projects

#### Project A

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

**Status:** Environmental Study Underway

**Summary:** This project will increase HOV lane capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. During the quarter, work continued on the noise study report, mandatory design exception fact sheets, draft project report, and draft environmental document. Ramp Options A and B, which propose to replace the I-5 southbound on-ramp at 1<sup>st</sup> Street, were eliminated from further consideration due to opposition over design and operational issues from Caltrans and the City of Santa Ana. OCTA staff continued to work with the Discovery Science Center and the City of Santa Ana to develop a way-finding signage package. A project update is scheduled for the Regional Planning and Highways Committee on May 5, 2014, and for the OCTA Board of Directors on May 12, 2014. The project is marked “red” in the Capital Action Plan indicating at least a three month delay; completion of the environmental document has been delayed due to additional efforts to complete the noise study report and mandatory design exception fact sheets. The draft environmental document is scheduled for public review in mid-2014, and completion in late 2014. The study is 75 percent complete by time, and 78 percent complete by dollars spent.

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

#### Project B

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

**Status:** Environmental Study Will Begin Soon

**Summary:** This project will build new lanes and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro “Y”) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on the I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchanges. Auxiliary lanes will be added in some areas and re-established in other areas within the project limits. Caltrans has a new audit and investigation process, which has resulted in project schedule delay. During this quarter, OCTA received Caltrans’ conformance letter and the selected consultant is currently addressing comments from the Caltrans audit. With this new process in place and having only received Caltrans’ conformance letter this quarter, environmental study work was delayed and is now anticipated to begin in April 2014. As a result of the delay, this project is marked “red” in the Capital Action Plan.

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



### Project C & Part of Project D

#### Segment: I-5 (SR-73 to El Toro Road)

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

**Status:** Finalizing Environmental Study

**Summary:** The environmental study for improvements along the I-5 between the SR-73 and El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Niguel, Laguna Woods and Mission Viejo is near completion. These improvements include lane additions and reconstruction of the **La Paz Road and Avery Parkway Interchanges** (part of Project D). During the previous quarter, the Project Development Team recommended Alternative 2 as the Preferred Alternative. This quarter, coordination continued with the cities on the proposed soundwalls throughout the project limits, and the results of the soundwall surveys were compiled into a report. Preparation of the Final Environmental Document and Final Project Report began and both were submitted to Caltrans for their initial review. The Final Environmental Document is anticipated to be approved in mid-2014. This project has been divided into three segments for design and construction phases: Segment 1 is the I-5 from SR-73 to Oso Parkway; Segment 2 is the I-5 from Oso Parkway to Alicia Parkway; Segment 3 is the I-5 from Alicia Parkway to El Toro Road.

#### Segment: I-5 (Avenida Pico to San Juan Creek Road)

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

**Status:** Final Design Underway (Segments 1 & 2); Construction Began (Segment 3)

**Summary:** This project will add a carpool lane in each direction of the I-5 between Avenida Pico and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano, and also includes major improvements to the **Avenida Pico Interchange** (part of Project D). This project is divided into three segments for design and construction phases: Segment 1 is from Avenida Pico to Avenida Vista Hermosa, Segment 2 is from Avenida Vista Hermosa to PCH, and Segment 3 is from PCH to San Juan Creek Road.

Last quarter, final plans, specifications and cost estimate for segment 1 (**Avenida Pico to Avenida Vista Hermosa**) were submitted to Caltrans for approval and a cooperative agreement with Caltrans for Segment 1's construction phase was approved by the OCTA Board of Directors on December 9, 2013. This quarter, right-of-way certification was obtained, and construction for this segment is planned to begin in December 2014.

For segment 2 (**Avenida Vista Hermosa to PCH**), approval to proceed with construction was secured from Caltrans and the Federal Highway Administration during the quarter. This project segment was advertised on February 3, 2014 for construction and the bid opening will be April 17, 2014. Construction is anticipated to begin June 2014. Soundwall redesign for inclusion of sound absorption material added three months of additional time to this segment work.

Construction work for segment 3 (**PCH to San Juan Creek Road**) broke ground on March 3, 2014, a field office was selected, and contract negotiation was completed. A groundbreaking event was held in January to celebrate the start of construction. In February, Caltrop Communications was awarded a contract to provide public outreach support during the construction phase of the project. Motorists can stay informed about nightly closures and detours by utilizing an interactive Google map updated in real time available on the project website ([www.octa.net/i5pico](http://www.octa.net/i5pico)). In addition, important project updates and construction progress photos are posted on Facebook and Twitter.



## 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.

### Segment: I-5/ El Toro Road Interchange

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

**Status:** Final Draft PSR-PDS Complete and Under Final Review

**Summary:** This project will update and improve key I-5 interchanges to relieve street congestion around older interchanges and on-ramps. The I-5/ El Toro Road Interchange Study includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and one alternate access point adjacent to the interchange. The final draft Project Study Report/ Project Development Support (PSR-PDS) Report remains under review at Caltrans. OCTA, Caltrans, and the local agencies are working together to address the varying perspectives on the alternatives recommended to be studied in the environmental phase.

### Segment: I-5/ Ortega Highway Interchange

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

**Status:** Construction Underway

**Summary:** Caltrans began construction in February 2013 that will reconstruct the SR-74 Ortega Highway bridge over the freeway and improve local traffic flow along the SR-74 and Del Obispo Street in the City of San Juan Capistrano. During this quarter, the construction of the southern portion of the bridge and the drainage system were completed. One major retaining wall was also completed. Relocation of utilities continued, as well as excavation and installation of piling work at the north half of the bridge. Construction is 35 percent complete by time and 28 percent complete by dollars spent. Construction is scheduled to be complete in September of 2015.

## State Route 22 (SR-22) Projects

## Project E

### SR-22 Access Improvements



**Status:** PROJECT COMPLETE

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

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





### State Route 55 (SR-55) Projects

#### Project F

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

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

**Status:** Environmental Study Underway

**Summary:** The purpose of this project is to increase capacity on SR-55 in the cities of Irvine, Santa Ana, and Tustin. This quarter, the Project Study Team worked to revise technical studies and prepare a revised administrative Draft Project Report, slated to be completed in June 2014. A Board update is tentatively scheduled for the June 2<sup>nd</sup> Regional Planning & Highways Committee and June 9<sup>th</sup> Board meetings. Caltrans has still not provided formal comments on the Traffic Operation Report, which is a key technical study necessary to complete the Draft Environmental Document and Project Report prior to public circulation and preferred alternative selection. Staff understands Caltrans to be considering a proposal to modify one of the studied alternatives to include additional scope. Modification to an alternative will require several technical studies to be redone and cause several months or more of delay. The Traffic Operations Report approval is on the critical path to completion and the project will continue to accrue delay until the document is approved. As a result of the delay, this project is marked “red” in the Capital Action Plan.

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

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

**Status:** Draft PSR-PDS Under Review

**Summary:** This project will add capacity between the I-5 and SR-22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. All of the alternatives in the draft Project Study Report/Project Development Support (PSR-PDS) include the addition of one general purpose lane in each direction between SR-22 and Fourth Street. Other improvements being considered beyond the lane additions consist mostly of operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. This quarter, OCTA staff submitted the draft PSR-PDS to Caltrans to begin their independent quality assurance review, which is the first step in initiating Caltrans’ review and finalization of a PSR-PDS document. The PSR-PDS is anticipated to be finalized by early summer 2014.

### State Route 57 (SR-57) Projects

#### Project G

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

##### Segment: SR-57 Northbound (Katella Avenue to Tonner Canyon Road)

**Status:** Construction Underway

**Summary:** Construction moved forward on the SR-57 Northbound Freeway Widening Project, which will increase capacity and improve operations by adding a new, 8-mile northbound general purpose lane from Katella Avenue to Tonner Canyon Road, as well as make other improvements through the cities of Anaheim, Fullerton, Placentia, and Brea. Construction work is currently underway at three segments (Katella Avenue to Lincoln Avenue; Orangethorpe Avenue to Yorba Linda Boulevard; and, Yorba Linda Boulevard to Lambert Road), with a fourth segment (**Lambert Road to Tonner Canyon Road**) currently in the conceptual phase.



... Project G continued from previous page...

During this quarter for the project's northern most segment (**Yorba Linda Boulevard to Lambert Road**), construction milestones included placing final roadside signs and conducting field safety and maintenance reviews. For the segment between **Orangethorpe Avenue and Yorba Linda Boulevard**, crews completed concrete and asphalt paving on the mainline and ramps. An OCTA Board of Directors' update is scheduled for the April 21<sup>st</sup> Regional Planning and Highways Committee Meeting and the April 28<sup>th</sup> Board Meeting. These northern segments are 98 percent complete and are anticipated to be open to traffic by May and complete in July 2014.

Paving operations continue on the project's southern-most segment (**Katella Avenue to Lincoln Avenue**). As part of this effort, crews continued to place base material and concrete adjacent to various commercial and residential areas between Katella Avenue and Lincoln Avenue in the City of Anaheim. In support of this work, communication and outreach efforts included neighborhood meetings, canvassing and direct mailers. The south segment is approximately 65 percent complete and is on pace to be completed in late 2014. An OCTA Board of Directors' update is tentatively scheduled for the May 19<sup>th</sup> Regional Planning and Highways Committee Meeting and the May 23<sup>rd</sup> Board Meeting. This south segment is 79 percent complete by time, and is anticipated to be complete by September 2014.

### **Segment: SR-57 Northbound (Orangewood Avenue to Katella Avenue)**

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

**Status:** Draft PSR-PDS Under Review

**Summary:** OCTA initiated a Project Study Report (PSR) to 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 currently under construction between Katella Avenue and Lincoln Avenue. This quarter, OCTA staff received comments from Caltrans' initial review of the PSR-PDS. This is the first step in initiating Caltrans finalization of the draft Project Study Report/Project Development Support (PSR-PDS) document. Staff will update the PSR-PDS consistent with Caltrans' initial comments, and submit a revised draft PSR-PDS for review and approval at the end of the next quarter.

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

#### **Project H**

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

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

**Status:** Construction Underway

**Summary:** This project will add capacity in the westbound direction of SR-91 and provide operational improvements at on and off ramps between SR-57 and I-5 by adding an additional general purpose lane on SR-91 in the westbound direction between Anaheim and Fullerton. This quarter, construction crews have been excavating, forming and pouring abutments at the six bridges requiring widening. The bridges remain open to traffic. Construction progress is approximately 31 percent complete by time, and 22 percent complete by dollars spent. This project is anticipated to be complete in winter of 2015.



### Project I

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

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

**Status:** Construction Began

**Summary:** This project will improve traffic flow at the SR-55/ SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. Construction began during the quarter on January 21, 2014. The main order of work this quarter involved installing temporary safety barriers and electrical systems. Construction progress is approximately 5 percent complete by time, and approximately 10 percent complete by dollars spent. Construction is slated for completion in mid-2016.

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

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

**Status:** Final Draft PSR-PDS Complete and Under Final Review

**Summary:** This project will improve traffic flow and operations along the eastbound SR-91 within the cities of Fullerton and Anaheim. The environmental study will consider the addition of one general purpose lane between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this segment of Project I include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in other segments within the project limits. The final PSR-PDS remains under review by OCTA and Caltrans; approval has been delayed while varying perspectives on the scope of alternatives are discussed. Negotiations with the selected consultant continued as well. Environmental study work is anticipated to begin in October 2014, and complete in May 2017. As a result of the added time, this project is marked "red" in the Capital Action Plan.

### Project J

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

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



**Status:** PROJECT COMPLETE

**Summary:** This completed project 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 the 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. Construction was complete January 2011.

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



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

**Status:** PROJECT COMPLETE

**Summary:** This completed Project J segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding twelve lane miles to

...Project J continues on the next page...



...Project J continued from previous page...

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 eighteen lane miles have been added to SR-91 since December 2010.

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

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

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

**Summary:** The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in the city of Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-241 to I-15, extend tolled express lanes, and construct various interchange and operational improvements. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of Project J, the matching segment between the county line and SR-71 is part of the Riverside County Transportation Commission (RCTC)'s Measure A. On December 11, 2013, **RCTC's** contractors broke ground on this \$1.3 billion freeway improvement project. This quarter, contractors began concrete rail placement and signage placement, and also neared completion of lane restriping to ease the merge from NB I-15 to WB SR-91. Construction meetings between OCTA, RCTC, Caltrans, local partners, and other stakeholders continued. With RCTC's focus on extending the 91 Express Lanes, construction of the additional general purpose lane will take place post-2025. To maintain synchronization, the matching general purpose lane improvements on the Orange County side 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 2012 SR-91 Implementation Plan.

## Interstate 405 (I-405) Projects

### Project K

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

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

**Status:** Finalizing Environmental Study

**Summary:** OCTA is preparing an environmental study to widen the I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add mainline capacity and improve the local interchanges along the corridor. After subsequent OCTA studies were completed on December 9, 2013, the OCTA Board of Directors (Board) voted to reaffirm the Boards' original October 22, 2012 decision recommending Alternative 1 as the preferred alternative to Caltrans, which adds one general purpose lane in each direction on I-405 between Euclid Street and I-605. Within the Final Environmental Impact Statement/ Draft Environmental Impact Report (EIS/EIR), the Board also recommends that Caltrans select Alternative 1. OCTA staff will provide a project update to the Board in early April, and the Project Development Team (PDT) is planned to make their Preferred Alternative recommendation in April as well, however staff is concerned over whether the PDT will make a selection in April. As a result of the delay, the project is marked "red" in the Capital Action Plan. Project risks include potential escalation of costs associated with this delay, as well as future delay related to the American Council of



...Project K continued from previous page...

Engineering Companies (ACEC) lawsuit against Caltrans. The ACEC lawsuit questions the legality of a stipulation in the new state law (AB 401) that requires Caltrans to perform certain construction inspection services on the project. The new state law provides OCTA authority to utilize design-build on this project and that authority could potentially be lost in an adverse court decision.

## Project L

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

**Status:** PSR-PDS Approved

**Summary:** This project will add new lanes to the freeway from SR-55 to the I-5, and will also improve chokepoints at interchanges and add merging lanes near on/off ramps. Last quarter, the final I-405 Project Study Report/ Project Development Support (PSR-PDS) for Project L was approved by Caltrans. This includes alternatives that consider the addition of one or two general purpose lanes between Culver Drive and SR-133, and operational improvements at the I-405 and SR-133 interchange. The next step for this project is to begin the preparation of the Project Report and the environmental review process of the alternatives. The request for proposals was released on January 27, 2014 and the procurement is currently in progress. Environmental study work is anticipated to begin in late 2014.

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

### Interstate 605 (I-605) Projects

## Project M

### I-605 Interchange Improvements

**Status:** PSR-PDS Underway

**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 and off-ramps in addition to operational improvements on Katella Avenue at the I-605 interchange. This quarter, the project study team finalized the Purpose and Need Statement for the project. Conceptual project alternatives are being developed for the interchange and will be further studied as part of the Project Study Report-Project Development Support (PSR-PDS) report, which is anticipated to be complete in December 2014.

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

## Project N

### Freeway Service Patrol

**Status:** 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 quickly clear freeway lanes and minimize congestion. During this quarter, the mid-day service provided assistance to 1,261 motorists, weekend service provided assistance to 663 motorists, and construction service provided assistance to 1,890 motorists. Since inception, FSP has provided a total of 16,357 assists to motorists on the Orange County freeway system.

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



## STREETS & ROADS

### Project O

#### Regional Capacity Program

**Status:** 2014 Call for Projects Underway

**Summary:** This program, in combination with required local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. In August 2013, the OCTA Board of Directors authorized staff to issue the 2014 Regional Capacity Program Call for Projects, with approximately \$35 million in funding available for programming. A total of 26 applications for funding were received from 15 local agencies. OCTA staff worked with the local agencies to review and prioritize the applications, and a finalized list of programming recommendations were approved by the Technical Advisory Committee in February 2014 with \$35.4 million in funding for 17 projects. The final approval by the OCTA Board of Directors will take place on April 14, 2014.

**Contact:** Roger Lopez, Planning  
(714) 560-5438

#### OC Bridges Railroad

**Status:** Grade Separation Program Ongoing (See below list of individual grade separation projects' statuses.)

**Summary:** On January 13, 2014, OCTA staff presented the OC Bridges Railroad Grade Separation Program Funding Plan Changes to the OCTA Board of Directors (Board). The Board approved OCTA staff's recommended funding plan to support the revised estimated cost to complete the OC Bridges Railroad Grade Separation Program.

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

#### Raymond Avenue Grade Separation

**Status:** Construction Will Begin Soon

**Summary:** The project located at Raymond Avenue Railroad (RR) 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 will oversee the construction and OCTA is assisting with ROW phase. The construction contract was awarded on February 4, 2014 and work is anticipated to begin in May 2014, and be complete by 2017. Advanced utility work began in February 2014.

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

#### State College Boulevard Grade Separation

**Status:** Construction Will Begin Soon

**Summary:** The project located at State College Boulevard RR crossing will grade separate the local street from railroad tracks in the city of Fullerton by taking vehicular traffic under the railroad crossing. On August 13, 2012, the Board approved an amendment to the cooperative agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation. This right-of-way lead agency change was made as a result of a request made by the City of Fullerton. The City of Fullerton awarded the construction contract on February 4, 2014 and work is anticipated to begin in June 2014, and be complete by 2018. Advanced utility work is ongoing.

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



### Placentia Avenue Grade Separation

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

**Status:** Open to Traffic

**Summary:** The project located at Placentia RR crossing is now 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. OCTA is overseeing construction, which continued during the quarter. Although the grade separation was completed and opened to traffic on March 12, 2014, work continued on construction of the pump station and retaining walls, export of dirt removal and completion of remaining work on Placentia Avenue. Construction progress is approximately 90 percent complete, and the project is expected to be completed by August 2014.

### Kraemer Boulevard Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Kraemer RR crossing will grade separate the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. Work continued on construction of the pump station, retaining walls, drainage facilities, and export of dirt removal. The upcoming opening of Kraemer Boulevard is anticipated in late May 2014. Construction progress is approximately 85 percent complete and the project is expected to be completed by July 2014.

### Tustin Avenue/ Rose Drive Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Tustin Avenue/Rose Drive RR crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction which continued during the quarter. The main elements of work included utility relocation, utility reconstruction near the Del Cerro property, Del Cerro driveway, imported dirt placement, retaining walls, drainage facilities, sewer line and signalization. Construction progress is approximately 15 percent complete and the project is expected to be completed by May 2016.

### Lakeview Avenue Grade Separation

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

**Status:** Construction Will Begin Soon

**Summary:** The project located at Lakeview Avenue RR crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. The Limited Notice to Proceed was effective March 3<sup>rd</sup> and staff anticipates giving the Notice to Proceed the first week of July 2014. Construction is anticipated to begin in June 2014, and expected to be complete by 2017. Advanced utility work is underway.



### Orangethorpe Avenue Grade Separation

**Status:** Construction Underway

**Summary:** The project located at Orangethorpe Avenue RR crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction which continued during the quarter. Work continued on utility relocation, clearing of vegetation, stockpile of imported dirt, and construction of sewer line, water line and drainage facilities. Construction progress is approximately 15 percent complete by time and the project is expected to be completed by 2016.

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

### Project P

#### Regional Traffic Signal Synchronization Program (RTSSP)

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

**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 750 miles of roadway and 2,000 intersections as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay. To date, OCTA and local agencies have synchronized 1,074 intersections along 269 miles of streets.

Sixteen fiscal year (FY) 2010-11 Regional Traffic Signal Synchronization Program (RTSSP) projects are all underway. All sixteen projects will implement new signal timing and signal system improvements by December 2014. When completed, these projects will synchronize 550 intersections on 151 miles of roadways. Twenty-three FY 2011-12 RTSSP projects are underway with implementation of signal timing and signal system improvements having begun. All twenty-three projects are in progress with implementation of signal timing and signal system improvements to be completed in December 2015. When completed, these projects will synchronize 522 intersections on 288 miles of roadways.

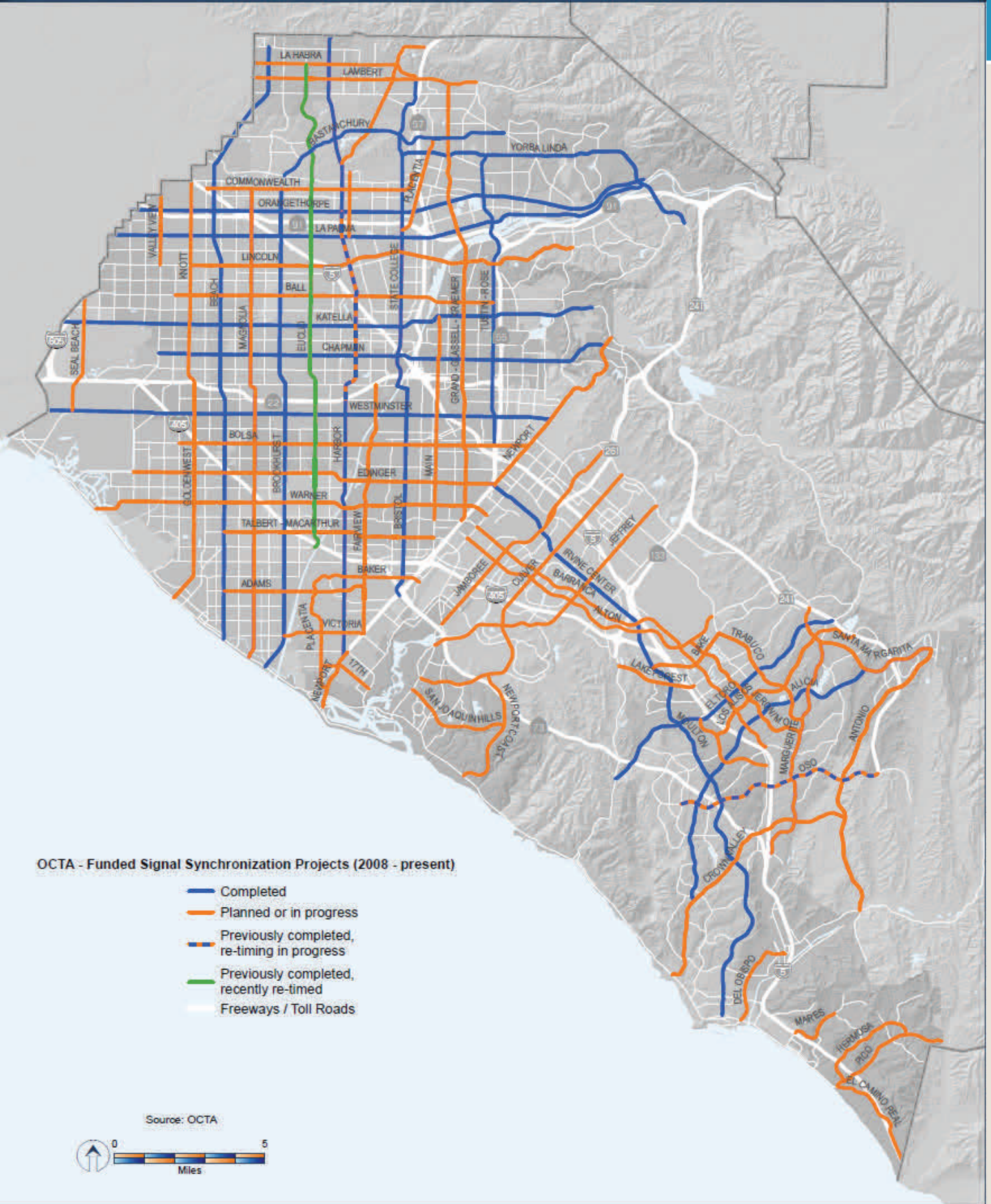
Fourteen FY 2012-13 RTSSP projects have been funded. Administrative agreements are being developed for the fourteen projects. All projects are expected to start soon with implementation of signal timing and signal system improvements anticipated to be completed in December 2016. When completed, these projects will synchronize 416 intersections on 108 miles of roadways.

A Call for Projects (call) for FY 2013-14 RTSSP was released for Project P on August 25, 2013, and local agencies submitted ten applications on October 25, 2013. For this current call, up to \$12 million will be allocated towards providing signal synchronization benefits to Orange County streets. Award recommendations will be presented to the Board of Directors at the April 14<sup>th</sup> meeting.

**Contact:** Anup Kulkarni, Planning  
(714) 560-5990



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





## Project Q

### Local Fair Share Program

**Status:** Ongoing

**Summary:** This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$120 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See page 31 for funding allocation by local agency.

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

## TRANSIT PROGRAMS

## Project R

### High Frequency Metrolink Service



**Status:** Metrolink Grade Crossing Improvements – **Project Complete**

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

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

### High Frequency Metrolink Service

**Status:** Metrolink Service Expansion Program – Service Ongoing

**Summary:** Following the completion of Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during mid-day and evening hours. OCTA heavily marketed and discounted fares on these trains to promote ridership. Despite these efforts, ridership on the intra-county MSEP trains has remained lower than desired. As a result, OCTA eliminated the heavily discounted OC Link day pass on July 2, 2013. Efforts are underway to increase the ridership through a redeployment of the trains, without significantly impacting operating costs on these trains. Part of OCTA’s re-deployment consideration involves possible options to provide new trips from Orange County to Los Angeles and San Diego counties, contingent on available funding and cooperation with involved counties. Staff has been working with the

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

...Project R continues on next page...



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BNSF, the RCTC, and the Los Angeles County Metropolitan Transportation Authority to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. Staff also continues to monitor the trains performance and seek other opportunities to improve the ridership. Following the completion of these discussions, which is anticipated for summer 2014, staff plans to return to the OCTA Board of Directors with a program update and recommendations for the future of the service by the end of the calendar year.

### Sand Canyon Grade Separation

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

**Status:** Construction Underway

**Summary:** The project located at Sand Canyon Avenue RR crossing will grade separate the local street from railroad tracks in the city of Irvine by constructing an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. Work continued on construction of the pump station, retaining walls, storm drains, water line and sewer, relocation of privately owed facilities and export of dirt removal. Construction is approximately 80 percent complete, and the project is expected to be completed in September 2014.

## Project S

### Anaheim Rapid Connection (ARC) Project

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

**Status:** Environmental Study Underway

**Summary:** This project will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. OCTA continues to work on the development of draft policy guidelines for the fixed-guideway projects as it relates to implementation and funding strategy. These policy considerations will be presented to the OCTA Board of Directors in May 2014. This quarter, two public environmental scoping meetings for the ARC project were held on January 14. During these meetings, the City of Anaheim provided the public with information about the proposed project and described the environmental review process. OCTA reviewed and approved the work plan and schedule for the ARC environmental documentation work, and technical studies for the ARC environmental process are officially underway. Multiple meetings were conducted with the Federal Transportation Agency to brief the agency on the public scoping meetings, project schedule as well as the format of the project's environmental document. OCTA continues to coordinate closely with the ARC project team through regularly scheduled meetings to discuss the environmental review process and cost containment strategies.

Project S continues on next page...



### Santa Ana-Garden Grove Fixed Guideway Project

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

**Status:** Finalizing Environmental Study

**Summary:** This project will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. OCTA continues to work on the development of draft policy guidelines for the fixed-guideway projects as it relates to implementation and funding strategy. These policy considerations will be presented to the OCTA Board of Directors in May 2014. This quarter, OCTA staff and the City of Santa Ana provided updates on the Santa Ana-Garden Grove Fixed-Guideway project to the OCTA Transit Committee on March 13 and to the OCTA Board of Directors on March 24. These updates provided background information and described the expected next steps to occur later this year, including completion of the Draft Environmental Assessment/Environmental Impact Report (EA/EIR) and adoption of the Locally Preferred Alternative. The Draft EA/EIR is pending FTA approval before it is released to the public for comment. In anticipation of the public release of the Draft EA/EIR, the project team has been refining its outreach plan to inform the community of the document's release and opportunities for comment.

### Transit Extensions to Metrolink (Bus and Station Van Extension Projects)

**Contact:** Roger Lopez, Planning  
(714) 560-5915

**Status:** Service Ongoing for Oakley Vanpool and Anaheim Canyon Connection; Service Pending for Panasonic Vanpool Connection

**Summary:** This project will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. On July 23, 2012, the OCTA Board of Directors approved funding for four project applications received as part of the 2012 Project S Call for Projects. Of these four, the City of Irvine's Vanpool connection from Oakley to the Irvine Station and the Anaheim Canyon Metrolink Station Bus Connection (Route 20) in the city of Anaheim are both in service. The City of Lake Forest's Vanpool connection from Panasonic to the Irvine Station is scheduled to begin by mid-2014. The service associated with Invensys Incorporated, through the city of Lake Forest, has been cancelled at the request of the participant, and the funds have been returned to the program for use in future calls for projects.

## Project T

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

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

**Status:** Construction Underway

**Summary:** The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC). This quarter, Douglas Road was re-opened to traffic on March 27, 2014. Additional construction milestones included placement of the final steel diagrid roof arch section at the main terminal building on February 12, 2014 along with the completion of steel arch welding, and the start of the roof system. Other construction activities this quarter included metal stud framing, along with mechanical, electrical, plumbing, and fire sprinkler rough-in at the main terminal building and the start of glass installation at the store front windows. Railroad platform work is underway. The project is approximately 70 percent complete by time, and 66 percent complete by dollars spent. Substantial project completion remains on schedule for November 2014.



## Project U

This project expands mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. In total since inception, more than \$20 million in Project U funding has been provided under M2.

### Senior Mobility Program (SMP)

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

**Status:** Distribution of Funds to Participating City Agencies is On-going

**Summary:** This program provides one percent of M2 net revenues to continue and expand local community transportation service for seniors under the Senior Mobility Program (SMP). Including this quarter and since inception of the program, more than 700,000 trips have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$839,000 in SMP funding was paid. This amount reflects monies paid out to 30 participating cities during the months of January and March 2014\*. With 34 cities in the county, nearly all cities are expected to participate in the Senior Mobility Program within the next year.

The M2 Project U policy guidelines authorize the use of Transportation Development Act (TDA) Article 4.5 funds as a supplement to M2 funds for up to three years. TDA funding is provided to cities that realized a reduction in their SMP funding when transitioning to the M2-funded program in 2011. OCTA staff will request an extension of the TDA supplement for an additional two years through Fiscal Year 2015-16. An OCTA Board of Directors item is scheduled for the April 28, 2014 meeting.

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

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

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

**Status:** Distribution of Funds is On-going

**Summary:** This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 155,000 SNEMT trips were provided. This quarter, more than \$903,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out during the months of January and March 2014\*.

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

...Project U continues on next page...



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### Fare Stabilization Program

**Status:** On-going

**Summary:** This program provides one percent of M2 net revenues to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Including this quarter and since inception of the program, approximately 11 million program-related boardings were recorded on fixed route and ACCESS services. Approximately \$389,153 in revenue was received this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. It is anticipated that all of the funding received for the third quarter will be utilized to stabilize fares for the third quarter. Since inception of the Fare Stabilization Program, OCTA staff has been providing regular updates to the OCTA Board of Directors (Board) to reflect a concern with funding levels for the program due to the impacts of the recession. The last program update to the Board in March 2014 reported that funding levels are insufficient and the program will begin to run a deficit in the current fiscal year, and then continue to incur annual shortfalls if there is no increase in revenue or a reduction in expenditures. OCTA staff will return to the Board next quarter with possible solutions for addressing the shortfall in the fare stabilization program revenue. Staff continues to monitor the status of the Fare Stabilization Program, and any necessary amendments to the Fare Stabilization Program will be discussed with the Board and considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016.

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

### Project V

#### Community Based Transit/ Circulators

**Status:** Executing Agreement Documents

**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. The OCTA Board of Directors approved five funding applications for the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest on June 24, 2013, for a total of up to \$9.8 million. The funding will be used to begin new community based transit services slated to be implemented over the next year. These include: 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. Staff continues to work with the cities to execute any necessary agreements and procure buses for the community circulators. During the quarter, the City of Lake Forest began operating their service in January 2014. All other participating cities will have services in place by the end of 2014. The next Project V Call for Projects is anticipated to be held in 2016.

**Contact:** Roger Lopez, Planning  
(714) 560-5438



### Project W

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

#### Safe Transit Stops

**Status:** Needs Assessment to Begin Soon

**Summary:** This project provides for passenger amenities at 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters and lighting. The OCTA Board of Directors approved the Project W framework at their March 10, 2014 meeting as presented by the OCTA staff. The proposed framework will provide up to \$950,000 for city-initiated improvements, and \$240,000 for OCTA-initiated improvements in fiscal year 2014-15. OCTA staff will work with the eligible local agencies to prepare a needs assessment for the first 100 busiest OCTA bus stops. The needs assessment will consider factors such as ridership demand, current age and condition of the bus stops and other factors identified by the local agencies. Staff will then develop recommendations for a list of projects to be funded and return to the OCTA Board in August 2014 for their consideration and approval.

**ENVIRONMENTAL**

### Project X

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

#### Environmental Cleanup Program

**Status:** On-going

**Summary:** This program implements street and highway-related water quality improvement programs and projects that assist agencies County-wide with federal Clean Water Act standards for urban runoff, and 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 M2 Allocation Committee is charged with making recommendations to the OCTA Board of Directors (Board) on the allocation of funds for the Environmental Cleanup Program (Project X). These funds are allocated on a countywide competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution. Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and to prepare for more comprehensive capital investments (Tier 2).

On March 10, 2014, the OCTA Board of Directors approved the release of the FY 2014-15 Tier 1 Call for Projects, which occurred on March 17, 2014 and will conclude on May 16, 2014. Funding recommendations for the fourth Tier 1 Call for Projects are anticipated for Board approval in late summer 2014. The second Tier 2 Call for Projects concluded on September 20, 2013 with approximately \$25.3 million available. OCTA staff has been working with the M2 Allocation Committee on the evaluation of the 17 project applications received. The Board of Directors' approval of the Tier 2 funding recommendations is anticipated in April 2014.



### Part of Projects A-M

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

#### Freeway Mitigation Program

**Status:** Executing Agreement Documents

**Summary:** The Freeway Mitigation Program provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the 13 M2 freeway projects (A-M).

The Freeway Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and eight of the 11 restoration projects approved by the OCTA Board of Directors (Board), totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The Freeway Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were both approved for public release by the OCTA Board on January 27, 2014. The public will have an opportunity to provide input on the NCCP/HCP and EIR/EIS during a 90 day comment period. Following the public comment period, any comments received will be incorporated into the final NCCP/HCP and EIR/EIS. The final NCCP/HCP is anticipated to be brought to the Board for adoption, during the early part of 2015.

On January 27, 2014 the Board also directed OCTA staff to prepare a long-term expenditure plan for the Environmental Mitigation Program funds for review by the Environmental Oversight Committee (EOC) and the Finance and Administration Committee. Staff is currently working with an EOC ad-hoc committee to coordinate and complete this task.

OCTA staff will also release draft resource management plans (RMPs) to determine appropriate management (consistent with the NCCP/HCP) of acquired properties. It is important to note that the RMP process is separate from the NCCP/HCP planning process. The draft RMPs for the first five properties are under preparation. Public release of these management plans will follow the release schedule of the Draft NCCP/HCP and Draft EIR/EIS, anticipated for mid-2014. The public will have an opportunity to comment on the draft RMPs before they are finalized. The remaining RMPs will be developed once biological surveys have been conducted and will follow the same process.





**PROGRAM MGMT**

### Program Management Office

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

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

#### **M2 Document Management**

The M2 Document Center is designed to provide a unified approach to saving M2 project and program files. The Document Center now contains more than 4400 M2-related files, making it possible to show compliance with Ordinance No. 3. During the quarter, the PMO and IS implemented an automated approach to saving M2-related Board staff reports. This is done by capturing the reports from the Clerk of the Board's ATB system and having designated employees add electronic "tags" that allow for searching reports by date, M2 project, division and other categories. Virtually all M2-related staff reports going back to 2006 are in the system, and new ones are added within a few days of each Board meeting. The PMO continues to work with IS to refine the various processes used in saving M2 documents. The PMO has trained employees in how to use the Document Center, including providing a formalized training on new features during the quarter.

#### **M2 Ordinance Matrix**

The PMO completed the annual update of the M2 Ordinance Matrix, which tracks all requirements in Ordinance No. 3 to ensure compliance with each item as described. Completing the Matrix is a coordinated effort across multiple OCTA Divisions. Staff completed the Matrix according to schedule and found all Ordinance requirements were met for the period through December 31, 2013. The final Ordinance Matrix document will be provided to the Tax Oversight Committee as part of their June 2014 regular meeting.

#### **M1 Closeout**

On March 31, 2011, the collection of sales tax revenue under M1 concluded; however, there are still expenditures that remain to complete M1 commitments. Working with all Divisions, PMO continues to take action to close out remaining M1 projects in a timely manner. This quarter, PMO completed a review of open M1 contracts, and plans to meet with the various Divisions in the next quarter to discuss remaining open contracts. The plan is to close what is needed, and use available remaining balances to advance M2 projects and programs, per the Board's approved plan of March 2011. Further review and summary on the closeout progress will continue to be provided with the Measure M1 quarterly updates.

#### **2009-12 M2 Performance Assessment Update**

The second performance assessment, covering the time period of July 1, 2009 through June 30, 2012, was presented to the Board on April 8, 2013. The assessment included 12 findings. Staff presented an action plan to respond to each of the findings and committed to addressing all of them by the end of the 2013 calendar year. All findings have been addressed and a staff report summarizing the actions taken was presented to the Board on January 27, 2014.

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### **Project Manager Academy**

The Project Manager Academy (Academy) was established by the Development Division (prior to the separation of Planning and Capital Programs Divisions) in 2008 to enhance uniformity and consistency in managing projects for all project managers across the Divisions. It has since been held two times, once in 2008 and again in 2011. As recommended by the recent M2 Performance Assessment (2009-2012), the M2 Program Management Office (PMO) worked with the Capital Programs Division to refresh Academy materials and broaden the focus to include all M2 project managers. This 10-week Academy started on September 18, 2013 and concluded on November 20, 2013. The graduation ceremony took place during the quarter, on January 22, to recognize the attendees who completed the program.

### **M2 Administrative Cost Safeguards**

Both M1 and M2 include 1 percent caps on administrative expenses for salaries and benefits of OCTA administrative staff, but the M2 language sets the cap on an annual basis, whereas the M1 cap was set as an annual average over the life of the measure. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above 1 percent, only 1 percent can be allocated with the difference borrowed from other, non-Measure M fund sources. Conversely, in years where administrative salaries and benefits are below 1 percent, OCTA can still allocate the full 1 percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above 1 percent.

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

As a result of the above mentioned factors, OCTA has incurred higher than 1 percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the 1 percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the 1 percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to the allocation of state planning funds to areas that are subject to the 1 percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured.

In FY 2012-13, administrative cost charges totaled \$4.6 million, but with the application of state planning funds, actual charges were \$1.8 million. The 1 percent allowance for FY 2012-13 was roughly \$2.6 million, resulting in an overage of \$800,000 in which OCTA will repay OCUTT, leaving a total amount borrowed of \$4.4 million. Efforts are ongoing to monitor the administrative salaries and benefits impact to the 1 percent cap provision within M2.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. Staff met on January 23, 2014 to review the past quarter's labor reports to ensure costs attributed to the 1 percent cap were accurately reported and are not misplaced project related costs as well as to ensure project costs were applied to the correct projects.



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### Key Upcoming Activities

#### 10-Year Review

Within Ordinance No. 3 is a requirement to conduct a comprehensive review at least every 10 years of all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the 10-Year Review with participation from each of the Divisions. Objectives, approach and schedule are slated to be established next quarter.

#### Risk Assessment

The PMO will perform a risk assessment study to produce lessons learned from regional freeway mega projects in comparison to M2 freeway mega projects. This effort is expected to result in recommendations for M2 risk management based on industry standards.

## FINANCE MATTERS

### M2 Financing

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

#### Revenue Forecast and Collection

**Summary:** OCTA contracts with three universities to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. Annually, OCTA takes an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. 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:** OCTA staff projects that given the estimated sales tax receipts for fiscal year (FY) 2013-14, coupled with the blended growth rates from the universities for the remaining years in the M2 period (FY 2014-15 through FY 2040-41), the total nominal M2 sales tax collections will be approximately \$15.5 billion. The revenue forecast for the life of the M2 Program varies on a quarterly basis due to actual receipts from the previous quarter. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the estimated sales tax receipts for FY 2013-14, staff utilized current projections for the life of M2 and found they are approximately \$8.8 billion less than the original 2005 projection of \$24.3 billion. This projection is up from the lowest point in 2010 when the revenue projections were \$13.7 billion or \$10.6 billion less than the original projection. Over the last four quarters, the forecast has ranged between \$15.3 billion and \$15.6 billion. Sales tax receipts through the first quarter of FY 2013-14 were below budget, but a strong second quarter brought the year-to-date sales tax revenue figures above the budget. Year-over-year sales tax receipts have grown 6.71% from the first half of the prior fiscal year, which is 0.73% above the budget growth rate of 5.98%. It is anticipated that at that the end of FY 2013-14 sales tax receipts will reach \$283 million, which is equivalent to the current year budget. A new revenue forecast is expected next quarter from the three universities hired to perform a current and long range sales tax revenue projection for OCTA.

# Measure M2

## Progress Report



Schedule 1

### Measure M2

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

#### as of March 31, 2014

(Unaudited)

(\$ in thousands)	Quarter Ended Mar 31, 2014	Year to Date Mar 31, 2014 (A)	Period from Inception to Mar 31, 2014 (B)
<b>Revenues:</b>			
Sales taxes	\$ 69,561	\$ 210,190	\$ 788,418
Other agencies' share of Measure M2 costs:			
Project related	12,112	54,647	210,675
Interest:			
Operating:			
Non-project related	974	2,970	4,497
Bond proceeds	2,893	5,607	21,815
Debt service	1	4	37
Commercial paper	-	-	393
Right-of-way leases	77	201	553
Miscellaneous	-	-	-
Project related	-	-	13
Non-project related	-	-	7
<b>Total revenues</b>	<b>85,618</b>	<b>273,619</b>	<b>1,026,408</b>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	806	2,418	8,190
Professional services:			
Project related	5,213	10,555	171,792
Non-project related	641	1,523	9,795
Administration costs:			
Project related	1,753	5,259	24,994
Non-project related :			
Salaries and Benefits	454	1,363	11,500
Other	1,421	3,261	17,071
Other:			
Project related	40	134	855
Non-project related	6	20	3,520
Payments to local agencies:			
Project related	57,104	98,211	324,488
Capital outlay:			
Project related	23,610	77,464	308,162
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	6,600	6,600	13,010
Interest on long-term debt and commercial paper	11,115	22,249	71,956
<b>Total expenditures</b>	<b>108,763</b>	<b>229,057</b>	<b>965,364</b>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<b>(23,145)</b>	<b>44,562</b>	<b>61,044</b>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(968)	(1,890)	(7,771)
Transfers in:			
Project related	-	1,326	33,249
Non-project related	-	16,424	16,424
Bond proceeds	-	-	358,593
<b>Total other financing sources (uses)</b>	<b>(968)</b>	<b>15,860</b>	<b>400,495</b>
<b>Excess (deficiency) of revenues over (under) expenditures and other sources (uses)</b>	<b>\$ (24,113)</b>	<b>\$ 60,422</b>	<b>\$ 461,539</b>

# Measure M2

## Progress Report



Schedule 2

### Measure M2

#### Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)

as of March 31, 2014  
(Unaudited)

(\$ in thousands)	Quarter Ended Mar 31, 2014 (actual)	Year Ended Mar 31, 2014 (actual)	Period from Inception through Mar 31, 2014 (actual)	Period from April 1, 2014 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
<b>Tax revenues:</b>					
Sales taxes	\$ 69,561	\$ 210,190	\$ 788,418	\$ 14,684,627	\$ 15,473,045
Operating interest	974	2,970	4,497	792,211	796,708
Total tax revenues	<u>70,535</u>	<u>213,160</u>	<u>792,915</u>	<u>15,476,838</u>	<u>16,269,753</u>
<b>Administrative expenditures:</b>					
SBOE fees	806	2,418	8,190	226,653	234,843
Professional services	530	1,304	6,327	115,990	122,317
<b>Administration costs :</b>					
Salaries and Benefits	454	1,363	11,500	47,134	58,634
Other	1,421	3,261	17,071	93,104	110,175
Other	6	20	3,520	30,833	34,353
Capital outlay	-	-	31	-	31
Environmental cleanup	2,663	3,248	5,231	309,537	314,768
Total expenditures	<u>5,880</u>	<u>11,614</u>	<u>51,870</u>	<u>823,251</u>	<u>875,121</u>
Net tax revenues	<u>\$ 64,655</u>	<u>\$ 201,546</u>	<u>\$ 741,045</u>	<u>\$ 14,653,587</u>	<u>\$ 15,394,632</u>
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	2,893	5,607	21,815	25,835	47,650
Interest revenue from debt service funds	1	4	37	55	92
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,894</u>	<u>5,611</u>	<u>380,838</u>	<u>1,475,890</u>	<u>1,856,728</u>
<b>Financing expenditures and uses:</b>					
Professional services	111	219	3,468	3,000	6,468
Bond debt principal	6,600	6,600	13,010	1,789,560	1,802,570
Bond debt and other interest expense	11,115	22,249	71,956	1,444,580	1,516,536
Total financing expenditures and uses	<u>17,826</u>	<u>29,068</u>	<u>88,434</u>	<u>3,237,140</u>	<u>3,325,574</u>
Net bond revenues (debt service)	<u>\$ (14,932)</u>	<u>\$ (23,457)</u>	<u>\$ 292,404</u>	<u>\$ (1,761,250)</u>	<u>\$ (1,468,846)</u>

# Measure M2

## Progress Report



### Measure M2 Schedule of Revenues and Expenditures Summary as of March 31, 2014 (Unaudited)

Schedule 3

Project	Description	Net Tax Revenues Program to Date Actual (G) (\$ in thousands) (H)	Total Net Tax Revenues (I)	M2 Project Budget (J)	Variance Total Net Tax Revenues to M2 Project Budget (K)	Expenditures through Mar 31, 2014 (L)	Reimbursements through Mar 31, 2014 (M)	Net Project Cost (N)	Percent of Budget Expended (O)
<b>Freeways (43% of Net Tax Revenues)</b>									
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 29,208	\$ 606,781	\$ 605,999	\$ 782	\$ 1,623	\$ -	\$ 1,623	0.3%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	73,655	1,530,122	1,310,144	219,978	38,121	9,635	28,486	2.2%
E	SR-22 Garden Grove Freeway Access Improvements	7,457	154,923	154,922	1	5	-	5	0.0%
F	SR-55 Costa Mesa Freeway Improvements	22,745	472,515	470,114	2,401	5,875	13	5,862	1.2%
G	SR-57 Orange Freeway Improvements	16,077	333,988	313,637	20,351	38,857	9,259	29,598	9.4%
H,I,J	SR-91 Riverside Freeway Improvements	56,472	1,173,154	1,163,602	9,552	25,515	6,212	19,303	1.7%
K,L	I-405 San Diego Freeway Improvements	86,538	1,797,750	897,711	900,039	20,030	827	19,203	2.1%
M	I-605 Freeway Access Improvements	1,243	25,820	25,820	-	211	-	211	0.8%
N	All Freeway Service Patrol	9,322	193,654	193,654	-	45	-	45	0.0%
	Freeway Mitigation	15,932	330,985	308,705	22,280	36,861	1,375	35,486	11.5%
	<b>Subtotal Projects</b>	<b>318,649</b>	<b>6,619,692</b>	<b>5,444,308</b>	<b>1,175,384</b>	<b>167,143</b>	<b>27,321</b>	<b>139,822</b>	
	Net (Bond Revenue)/Debt Service	-	-	1,175,384	(1,175,384)	20,959	-	20,959	
	<b>Total Freeways</b>	<b>\$ 318,649</b>	<b>\$ 6,619,692</b>	<b>\$ 6,619,692</b>	<b>\$ -</b>	<b>\$ 188,102</b>	<b>\$ 27,321</b>	<b>\$ 160,781</b>	<b>25.1%</b>
<b>Street and Roads Projects (32% of Net Tax Revenues)</b>									
O	Regional Capacity Program	\$ 74,106	\$ 1,539,482	\$ 1,438,041	\$ 101,441	\$ 331,690	\$ 138,287	\$ 193,403	13.4%
P	Regional Traffic Signal Synchronization Program	29,641	615,766	615,531	235	7,064	844	6,220	1.0%
Q	Local Fair Share Program	133,388	2,771,034	2,771,034	-	120,769	-	120,769	4.4%
	<b>Subtotal Projects</b>	<b>237,135</b>	<b>4,926,282</b>	<b>4,824,606</b>	<b>101,676</b>	<b>459,523</b>	<b>139,131</b>	<b>320,392</b>	
	Net (Bond Revenue)/Debt Service	-	-	101,676	(101,676)	25,172	-	25,172	
	<b>Total Street and Roads Projects</b>	<b>\$ 237,135</b>	<b>\$ 4,926,282</b>	<b>\$ 4,926,282</b>	<b>\$ -</b>	<b>\$ 484,695</b>	<b>\$ 139,131</b>	<b>\$ 345,564</b>	<b>53.9%</b>
<b>Transit Projects (25% of Net Tax Revenues)</b>									
R	High Frequency Metrolink Service	\$ 66,339	\$ 1,378,151	\$ 1,331,915	\$ 46,236	\$ 143,927	\$ 72,819	\$ 71,108	5.3%
S	Transit Extensions to Metrolink	65,417	1,358,989	1,278,180	80,809	949	312	637	0.0%
T	Metrolink Gateways	14,824	307,947	243,311	64,636	41,190	4,704	36,486	15.0%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	22,229	461,785	461,785	-	20,073	16	20,057	4.3%
V	Community Based Transit/Circulators	14,817	307,811	307,811	-	21	10	11	0.0%
W	Safe Transit Stops	1,635	33,975	33,975	-	5	-	5	0.0%
	<b>Subtotal Projects</b>	<b>185,261</b>	<b>3,848,658</b>	<b>3,656,977</b>	<b>191,681</b>	<b>206,165</b>	<b>77,861</b>	<b>128,304</b>	
	Net (Bond Revenue)/Debt Service	-	-	191,681	(191,681)	7,022	-	7,022	
	<b>Total Transit Projects</b>	<b>\$ 185,261</b>	<b>\$ 3,848,658</b>	<b>\$ 3,848,658</b>	<b>\$ -</b>	<b>\$ 213,187</b>	<b>\$ 77,861</b>	<b>\$ 135,326</b>	<b>21.1%</b>
	<b>Measure M2 Program</b>	<b>\$ 741,045</b>	<b>\$ 15,394,632</b>	<b>\$ 15,394,632</b>	<b>\$ -</b>	<b>\$ 885,984</b>	<b>\$ 244,313</b>	<b>\$ 641,671</b>	
<b>Environmental Cleanup (2% of Revenues)</b>									
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 15,858	\$ 325,395	\$ 325,395	\$ -	\$ 5,231	\$ 177	\$ 5,054	1.6%
	Net (Bond Revenue)/Debt Service	-	-	105	(105)	26	-	26	
	<b>Total Environmental Cleanup</b>	<b>\$ 15,858</b>	<b>\$ 325,395</b>	<b>\$ 325,500</b>	<b>\$ (105)</b>	<b>\$ 5,257</b>	<b>\$ 177</b>	<b>\$ 5,080</b>	<b>0.6%</b>
<b>Taxpayer Safeguards and Audits</b>									
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 11,826	\$ 232,096	\$ 232,096	\$ -	\$ 8,190	\$ -	\$ 8,190	3.5%
	Oversight and Annual Audits (1% of Revenues)	\$ 7,929	\$ 162,698	\$ 162,698	\$ -	\$ 11,500	\$ 3,571	\$ 7,929	4.9%

# Measure M2

## Progress Report



### LOCAL FAIR SHARE

Entity	FY 2013-14 Fourth Quarter M2 Funds	M2 Funds To Date
Aliso Viejo	\$201,881.54	\$1,503,015.70
Anaheim	\$1,735,489.53	\$12,944,513.93
Brea	\$313,913.26	\$2,201,429.87
Buena Park	\$480,226.31	\$3,521,004.35
Costa Mesa	\$736,269.47	\$5,443,649.28
Cypress	\$271,231.64	\$2,074,094.83
Dana Point	\$175,386.68	\$1,250,713.10
Fountain Valley	\$316,386.17	\$2,400,296.19
Fullerton	\$660,865.72	\$4,955,914.58
Garden Grove	\$761,054.20	\$5,697,864.46
Huntington Beach	\$1,032,760.35	\$7,385,249.75
Irvine	\$1,306,899.70	\$9,713,559.80
Laguna Beach	\$130,117.78	\$964,507.10
Laguna Hills	\$174,047.67	\$1,303,548.51
Laguna Niguel	\$341,980.87	\$2,575,546.32
Laguna Woods	\$65,092.87	\$496,349.72
La Habra	\$281,597.47	\$2,033,120.02
Lake Forest	\$392,997.43	\$2,973,214.64

# Measure M2

## Progress Report



Entity	FY 2013-14 Fourth Quarter M2 Funds	M2 Funds To Date
La Palma	\$94,746.36	\$697,394.14
Los Alamitos	\$65,648.79	\$492,431.65
Mission Viejo	\$478,315.36	\$3,588,944.85
Newport Beach	\$573,468.84	\$4,166,500.30
Orange	\$830,042.31	\$6,217,626.11
Placentia	\$241,525.99	\$1,801,194.06
Rancho Santa Margarita	\$217,216.69	\$1,619,894.20
San Clemente	\$281,522.67	\$2,118,269.34
San Juan Capistrano	\$200,480.41	\$1,440,919.78
Santa Ana	\$1,401,018.81	\$10,552,689.14
Seal Beach	\$139,829.90	\$1,005,311.56
Stanton	\$159,707.31	\$1,151,501.79
Tustin	\$454,162.58	\$3,341,460.74
Villa Park	\$26,300.11	\$198,311.85
Westminster	\$440,324.52	\$3,257,455.11
Yorba Linda	\$308,272.08	\$2,276,332.86
County Unincorporated	\$971,918.07	\$6,840,791.01
<b>Total M2 Funds</b>	<b>\$16,262,699.46</b>	<b>\$120,204,620.64</b>



# Measure M2

## Progress Report



### CAPITAL PROGRAMS

- Grey = Milestone achieved
- Green = Forecast milestone meets or exceeds plan
- Yellow = Forecast milestone is one to three months later than plan
- Red = Forecast milestone is over three months later than plan

Capital Projects	Cost Budget/Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
<b>FREEWAY PROJECTS</b>					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Feb-18
Project C	\$110.7	<b>Jun-09</b>	<b>Oct-11</b>	<b>Oct-13</b>	<b>Dec-17</b>
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$74.8	<b>Jun-09</b>	<b>Oct-11</b>	<b>May-13</b>	<b>Mar-17</b>
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$60.7	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	<b>Sep-16</b>
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$81.0	<b>Sep-05</b>	<b>Jun-09</b>	<b>Dec-11</b>	<b>Sep-15</b>
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Dec-14	Aug-16
I-5, SR-73 to Oso Parkway	TBD	Sep-11	Jun-14	TBD	TBD
Project C & D	\$154.5	<b>Oct-11</b>	<b>May-14</b>	Nov-17	May-22
I-5, Oso Parkway to Alicia Parkway	TBD	Sep-11	Jun-14	TBD	TBD
Project C & D	\$188.7	<b>Oct-11</b>	<b>May-14</b>	Jul-17	May-22
I-5, Alicia Parkway to El Toro Road	TBD	Sep-11	Jun-14	TBD	TBD
Project C	\$128.7	<b>Oct-11</b>	<b>May-14</b>	Jan-18	May-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Apr-15	Apr-18	TBD	TBD
I-5, I-405 to SR-55	TBD	Sep-13	Jun-16	TBD	TBD
Project B	TBD	<b>May-14</b>	<b>Jan-17</b>	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$42.3	<b>Jun-11</b>	<b>Feb-15</b>	Nov-16	Sep-19

# Measure M2

## Progress Report



### CAPITAL PROGRAMS

Capital Projects	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Jan-15	Apr-18	Feb-22
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Jun-15	Dec-17	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Sep-15	Sep-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$38.5	Apr-08	Nov-09	Dec-10	Sep-14
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	Jul-16
SR-57 (NB), Orangethorpe Avenue to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	Mar-14
Project G	\$56.8	Aug-05	Dec-07	Jul-09	Jun-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Jul-14
Project G	\$56.4	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Aug-14	Feb-16
SR-57 (NB), Lambert Road to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$64.2	Jul-07	Jun-10	Apr-12	Apr-16
SR-91, SR-57 to SR-55	TBD	Feb-14	Sep-16	TBD	TBD
Project I	TBD	Oct-14	May-17	TBD	TBD

# Measure M2

## Progress Report



Capital Projects	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.8	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$80.9	<b>Jul-07</b>	<b>Apr-09</b>	<b>Aug-10</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	<b>Feb-13</b>	Dec-14
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Dec-07</b>	<b>Dec-08</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	TBD	TBD	TBD	TBD
Project L	TBD	Nov-14	Jun-17	TBD	TBD
I-405 Southbound, SR-133 to University Drive	TBD	TBD	TBD	TBD	TBD
Project L	\$16.4	May-15	Mar-16	Feb-18	Dec-19
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,254.5	<b>Mar-09</b>	<b>Feb-15</b>	Oct-14	Feb-20
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Feb-16	Jan-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$62.4	N/A	<b>Sep-03</b>	<b>Jul-10</b>	<b>Sep-14</b>
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$112.2	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	<b>Aug-18</b>
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$86.0	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	<b>May-18</b>

# Measure M2

## Progress Report



### CAPITAL PROGRAMS

Capital Projects	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$67.6	<b>Jan-01</b>	<b>May-01</b>	<b>Jun-10</b>	Aug-14
Kraemer Boulevard Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$66.6	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-10</b>	Jul-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$110.5	<b>Jan-01</b>	<b>Sep-09</b>	<b>Oct-11</b>	Sep-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$98.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-11</b>	May-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$101.6	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jan-13</b>	Mar-17
17th Street Railroad Grade Separation	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Aug-14	Apr-17	TBD	TBD
<b>RAIL AND STATION PROJECTS</b>					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$6.0	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	TBD	TBD
	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	Oct-15	Mar-18
Anaheim Rapid Connection	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	<b>Jan-09</b>	Jul-15	TBD	TBD

# Measure M2

## Progress Report



Capital Projects	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Santa Ana/Garden Grove Fixed-Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	TBD	<b>Aug-09</b>	Sep-14	Apr-17	Nov-19
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
	TBD	<b>Jan-03</b>	<b>May-07</b>	<b>Feb-11</b>	TBD
Orange Metrolink Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
	\$18.6	<b>Dec-09</b>	Nov-14	Apr-15	Feb-17
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
	\$4.1	<b>Jul-07</b>	<b>Dec-07</b>	<b>Aug-12</b>	<b>Oct-13</b>
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	\$3.1	Jul-13	Jan-14	Aug-14	Feb-16
	\$3.1	<b>Jul-13</b>	<b>Feb-14</b>	Jul-14	Feb-16
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$227.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>May-12</b>	Nov-14

# ORANGE COUNTY

