



**Measure M Taxpayer Oversight Committee**  
**at the Orange County Transportation Authority**  
**600 S. Main Street, Orange CA, Room 103/4**  
**February 9, 2016**  
**6:00 p.m.**



**AGENDA**

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for November 10, 2015**
- 4. Action Items**
  - A. M2 Quarterly Revenue & Expenditure Report (December 15)  
Receive and File – Sean Murdock, Director, Finance and Administration
- 5. Presentation Items**
  - A. Capital Action Plan Update  
Jim Beil, Executive Director, Capital Programs
  - B. Environmental Mitigation Program Update  
Marissa Espino, Community Relations Officer, Public Outreach
  - C. M2 Progress Report  
Tamara Warren, Measure M Program Manager, Planning
- 6. OCTA Staff Updates (5 minutes each)**
  - M1 Closeout – Tamara Warren, Measure M Program Manager, Planning
  - TOC Recruitment – Alice Rogan, Public Outreach Manager, External Affairs
  - Other
- 7. Annual Eligibility Review Subcommittee Report**
- 8. Audit Subcommittee Report**
- 9. Environmental Oversight Committee Report**
- 10. Committee Member Reports**
- 11. Public Comments\***
- 12. Adjournment**

*The next meeting will be held on April 12, 2016.*

\*Public Comments: At this time, members of the public may address the Taxpayers Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per person, unless different time limits are set by the Chairman, subject to the approval of the TOC.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.



## Measure M Taxpayer Oversight Committee



### INFORMATION ITEMS

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**Staff Report Title**

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**Board Meeting Date**

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- |  |               |
|--|---------------|
| 1. Measure M2 Sales Tax Forecast   | Nov. 9, 2015  |
| 2. Community-Based Transit/Circulators Program Guidelines and Call for Projects  | Nov. 23, 2015 |
| 3. Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program | Dec. 14, 2015 |
| 4. Rail Programs and Facilities Engineering Quarterly Report   |               |
| 5. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2015   |               |
| 6. Measure M2 Quarterly Progress Report for the Period of July 2015 through September 2015 and Ten-Year Review Update                                      |               |
| 7. Measure M Closeout and Quarterly Update   | Jan. 11, 2016 |
| 8. Countywide Pavement Management Plan Guidelines Updates  |               |
| 9. Fiscal Year 2015-16 Measure M2 Annual Eligibility Review  |               |
| 10. Fourth Quarter 2015 Debt and Investment Report   | Jan. 25, 2016 |

\*Public Comments: At this time, members of the public may address the Taxpayers Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to five (5) minutes per person and 20 minutes for all comments, unless different time limits are set by the Chairman, subject to the approval of the TOC.

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**Measure M**  
**Taxpayer Oversight Committee**  
**Orange County Transportation Authority**  
**600 S. Main Street, Orange CA, Room 103/4**  
**November 10, 2015**  
**6:00 p.m.**

**AGENDA**

**Committee Members Present:**

Narinder “Nindy” Mahal, First District Representative  
Anthony Villa, First District Representative  
Margie Drilling, Second District Representative  
Alan Dubin, Second District Representative  
Terre Duensing, Third District Representative, Co-Chairman  
Dr. Ron Randolph, Third District Representative  
Cynthia Hall, Fourth District Representative  
Sony Soegiarto, Fourth District Representative

**Committee Member(s) Absent:**

Eric Woolery, Orange County Auditor-Controller, Co-Chairman  
Guita Sharifi, Fifth District Representative  
Nilima Gupta, Fifth District Representative

**Orange County Transportation Authority Staff Present:**

Kirk Avila, OCTA Treasurer  
Janice Kadlec, Public Reporter Specialist  
Kia Mortazavi, Executive Director, Planning  
Sean Murdock, OCTA Finance and Administration  
Alice Rogan, Strategic Communications Manager, External Affairs  
Nereida Villasenor, Measure M Program Analyst, Planning  
Tamara Warren, Program Manager, M Program Management Office

**1. Welcome**

Co-Chairman Terre Duensing welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting at 6:00 p.m.

**2. Pledge of Allegiance**

Co-Chairman Terre Duensing led the Pledge of Allegiance to the Flag.

**3. Approval of the Minutes/Attendance Report for October 13, 2015**

A motion was made by Dr. Ron Randolph and seconded by Anthony Villa and carried unanimously to approve the October 13, 2015 TOC Minutes/Attendance report as presented.

#### 4. Action Items

- A. Proposed Amendment to the Transit Category of the Measure M2 Ordinance.  
Tamara Warren gave a brief overview of the proposed amendment resulting from the recently completed Measure M2 10-Year review.

Sony Soegiarto asked if there was any other parties that can verify that the excess of funds come from the same category. Tamara Warren said within the Ordinance there is a Transit category and these programs, Projects T, U, and R, which we are speaking of moving funds are within this Transit category. The Measure M Ordinance allows you to move funds within the Transit category. OCTA is saying Project T is complete and there is a balance. OCTA would like to take that balance and fill the shortfalls in Projects U and R. Andrew Oftelie said all of these funds are in different buckets/line items and OCTA is audited every year. Later in the meeting the TOC will see the M2 Revenue and Expenditure reports. These reports will show how much revenue M2 is expected to spend by line item. This is then reviewed by an Independent External Financial Auditor.

Cynthia Hall asked what would happen if OCTA did not have enough money to meet Project R. Would they scale back? Tamara Warren said Project R says we will increase frequency of service. It does not say to add 20 trains. It just says to increase frequency of service.

Alan Dubin said he noticed that all funds from this amendment would be going to part B which is fare stabilization for seniors and persons with disabilities. Tamara Warren said correct, the other two programs appear to have sufficient funding.

Dr. Ron Randolph asked if all the other projects within the Transit category are sufficiently funded. Andrew Oftelie said yes.

Chairman Terre Duensing read the proposed amendment and asked for a Roll Call Vote to:

Approve the proposed amendment to the Measure M2 Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan, which closes out Project T and allocates the remaining balance of \$219 million in Project T funds to Project U in the amount of \$69 million, and to Project R in the amount of \$150 million.

<u>Vote</u>	<u>Yes</u>	<u>No</u>	<u>Abstain</u>
Margie Drilling	✓		
Alan Dubin	✓		
Terre Duensing	✓		
Cynthia Hall	✓		
Narinder Mahal	✓		



Dr. Ron Randolph	✓
Sony Soegiarto	✓
Anthony Villa	✓

The motion passed unanimously.

**B. M1/M2 Quarterly Revenue & Expenditure Reports (June 15)**

Sean Murdock gave brief overview of the M1/M2 Quarterly Revenue and Expenditure Reports (June 15)

A motion was made by Dr. Ron Randolph, seconded by Cynthia Hall, and passed unanimously to receive and file the Reports.

**C. M2 Quarterly Revenue & Expenditure Report (September 15)**

Sean Murdock gave brief overview of the M2 Quarterly Revenue and Expenditure Report (September 15)

A motion was made by Margie Drilling, seconded by Dr. Ron Randolph, and passed unanimously to receive and file the Report.

**5 Presentation Items**

**A. Investment Policy Overview**

OCTA Treasurer Kirk Avila gave an overview of the OCTA Investment Policy as of September 2015.

Margie Drilling asked how often OCTA turns over their investment managers. Kirk Avilla said the Bond Proceeds Managers were hired in 2010 and there have not been any changes since then. Movement of the managers in the short term portfolio really depends upon client issues. Approximately 10 years ago one investment manager was terminated because of compliance violations. A change was made approximately eight years ago because one of the investment managers' trust services ended up becoming OCTA's Trustee and they believed there was a conflict. The firms on board right now have been very stable during the past several years. However, OCTA does keep an eye on the managers' compliance issues and their performance. At this point in time they are keeping an eye on one manager – their performance during the past year has been low relative to the benchmark as well as low to their competitors, but OCTA is not to the point of making a recommendation to remove them.

Dr. Ron Randolph asked about the investment management fees, are they established or adjusted. Kirk Avila said they are a fixed percentage of the portfolio size and each firm has a different fee. The lowest fee is Western Asset Management at 14 basis points. On average it is about 15 basis points.

Margie Drilling asked if he got together with the investment managers very often. Kirk Avila said the Deputy Treasurer probably has weekly conversations with at least one of the managers based upon issues and/or strategies.

Cynthia Hall asked how OCTA goes about finding a new investment firm. Kirk Avila said in 2010 OCTA established a “bench” of firms they can select from. Although it is a complicated thing to do because it is a slow transition to get them up to speed.

**B. Performance Assessment**

Tamara Warren introduced Nereida Villasenor, Measure M Program Analyst, Planning. She gave an update on the Measure M Performance Assessment. A Performance Assessment is required by the Measure M Ordinance every three years.

**C. Annual Hearing Planning**

Alice Rogan gave an overview of the Measure M Annual Hearing which will take place on February 9, 2015.

**6. OCTA Staff Updates**

- Metrolink – Andrew Oftelie gave an update on Metrolink.
- Sales Tax Forecast Update – Sean Murdock gave a Sales Tax Forecast Update.
- Other – Alice Rogan said there will be a Public Meeting on the Measure M amendment on Thursday, November 19 at OCTA’s main offices on Main Street at 5:30 p.m.

**7. Environmental Oversight Committee (EOC) Report**

- Anthony Villa said he toured the new properties that OCTA acquired and they were very nice.
- The Bolsa Chica Conservancy (BCC) presented a status update to the EOC on their project - the Harriet Weider Restoration Project.
- The EOC requested that the BCC return to the November 4<sup>th</sup> EOC to present a milestone schedule for the Harriet Weider Restoration Project.

**8. Committee Members Reports**

There were no other reports

**9. Public Comments**

There were no Public Comments

**10. Adjournment**

The Measure M Taxpayer Oversight Committee meeting adjourned at 7:30 p.m.

# Taxpayer Oversight Committee

## Fiscal Year 2015-2016

### Attendance Record



X = Present      E = Excused Absence      \* = Absence Pending Approval      U = Unexcused Absence      -- = Resigned

Meeting Date	7-Jul	11-Aug	8-Sep	13-Oct	10-Nov	8-Dec	12-Jan	9-Feb	8-Mar	12-Apr	10-May	14-Jun
Margie Drilling		X		E	X							
Alan Dubin		X		X	X							
Terre Duensing		X		X	X							
Nilima Gupta		X		E	*							
Cynthia Hall		X		X	X							
Nindy Mahal		X		X	X							
Ronald Randolph		X		X	X							
Guita Sharifi		X		X	*							
Sony Soegiarto		X		X	X							
Anthony Villa		X		X	X							
Eric Woolery		X		X	*							

### Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
November 10, 2015	Nilima Gupta	Out of town
November 10, 2015	Guita Sharifi	Car trouble
November 10, 2015	Eric Woolery	Conflicting meeting



# *Action Items*



**Measure M2**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**as of December 31, 2015**  
**(Unaudited)**

(\$ in thousands)	Quarter Ended Dec 31, 2015	Year to Date Dec 31, 2015	Period from Inception to Dec 31, 2015
		(A)	(B)
<b>Revenues:</b>			
Sales taxes	\$ 80,622	\$ 149,451	\$ 1,298,823
Other agencies' share of Measure M2 costs:			
Project related	13,400	24,017	406,970
Non-project related	-	14	379
Interest:			
Operating:			
Project related	-	-	2
Non-project related	1,589	3,182	14,213
Bond proceeds	(509)	2,413	28,979
Debt service	4	5	49
Commercial paper	-	-	393
Right-of-way leases	24	63	767
Miscellaneous:			
Project related	-	-	198
Non-project related	-	-	7
<b>Total revenues</b>	<b>95,130</b>	<b>179,145</b>	<b>1,750,780</b>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	878	1,759	14,076
Professional services:			
Project related	11,382	15,426	238,059
Non-project related	409	641	13,569
Administration costs:			
Project related	2,165	4,329	40,342
Non-project related :			
Salaries and Benefits	771	1,542	16,617
Other	1,114	2,228	24,187
Other:			
Project related	37	60	1,463
Non-project related	29	33	3,715
Payments to local agencies:			
Project related	25,871	49,412	551,930
Capital outlay:			
Project related	24,210	32,907	490,160
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	19,875
Interest on long-term debt and commercial paper	8	10,807	104,731
<b>Total expenditures</b>	<b>66,874</b>	<b>119,144</b>	<b>1,518,755</b>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<b>28,256</b>	<b>60,001</b>	<b>232,025</b>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(560)	(1,006)	(13,047)
Transfers in:			
Project related	13,650	13,650	65,454
Non-project related	(13,650)	(13,650)	16,027
Bond proceeds	-	-	358,593
<b>Total other financing sources (uses)</b>	<b>(560)</b>	<b>(1,006)</b>	<b>427,027</b>
<b>Excess (deficiency) of revenues over (under) expenditures and other sources (uses)</b>	<b>\$ 27,696</b>	<b>\$ 58,995</b>	<b>\$ 659,052</b>

**Measure M2**  
**Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)**  
**as of December 31, 2015**  
**(Unaudited)**

(\$ in thousands)	Quarter Ended Dec 31, 2015 (actual)	Year Ended Dec 31, 2015 (actual)	Period from Inception through Dec 31, 2015 (actual)	Period from January 1, 2016 through March 31, 2041 (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	
<b>Revenues:</b>					
Sales taxes	\$ 80,622	\$ 149,451	\$ 1,298,823	\$ 14,315,238	\$ 15,614,061
Operating interest	1,589	3,182	14,213	225,962	240,175
Subtotal	<u>82,211</u>	<u>152,633</u>	<u>1,313,036</u>	<u>14,541,200</u>	<u>15,854,236</u>
Other agencies share of M2 costs	-	14	379	-	379
Miscellaneous	-	-	7	-	7
Total revenues	<u>82,211</u>	<u>152,647</u>	<u>1,313,422</u>	<u>14,541,200</u>	<u>15,854,622</u>
<b>Administrative expenditures:</b>					
SBOE fees	878	1,759	14,076	214,815	228,891
Professional services	409	641	9,793	97,694	107,487
Administration costs :					
Salaries and Benefits	771	1,542	16,617	143,129	159,746
Other	1,114	2,228	24,187	259,083	283,270
Other	29	33	3,715	24,666	28,381
Capital outlay	-	-	31	-	31
Environmental cleanup	1,475	3,892	12,454	286,304	298,758
Total expenditures	<u>4,676</u>	<u>10,095</u>	<u>80,873</u>	<u>1,025,691</u>	<u>1,106,564</u>
Net revenues	<u>\$ 77,535</u>	<u>\$ 142,552</u>	<u>\$ 1,232,549</u>	<u>\$ 13,515,509</u>	<u>\$ 14,748,058</u>
	(C.2)	(D.2)	(E.2)	(F.2)	
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 2,000,000	\$ 2,358,593
Interest revenue from bond proceeds	(509)	2,413	28,979	25,760	54,739
Interest revenue from debt service funds	4	5	49	54	103
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>(505)</u>	<u>2,418</u>	<u>388,014</u>	<u>2,025,814</u>	<u>2,413,828</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,776	17,020	20,796
Bond debt principal	-	-	19,875	2,249,870	2,269,745
Bond debt and other interest expense	8	10,807	104,731	1,496,802	1,601,533
Total financing expenditures and uses	<u>8</u>	<u>10,807</u>	<u>128,382</u>	<u>3,763,692</u>	<u>3,892,074</u>
Net bond revenues (debt service)	<u>\$ (513)</u>	<u>\$ (8,389)</u>	<u>\$ 259,632</u>	<u>\$ (1,737,878)</u>	<u>\$ (1,478,246)</u>



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

Project	Description	Net Revenues through Dec 31, 2015 (H)	Total Net Revenues (I)	Expenditures through Dec 31, 2015 (J)	Reimbursements through Dec 31, 2015 (K)	Net M2 Cost (L)
	(\$ in thousands)					
<b>Freeways (43% of Net Revenues)</b>						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 48,582	\$ 581,297	\$ 2,665	\$ 2	\$ 2,663
B	I-5 Santa Ana/SR-55 to El Toro	31,030	371,288	4,024	1,439	2,585
C	I-5 San Diego/South of El Toro	64,809	775,474	66,799	15,003	51,796
D	I-5 Santa Ana/San Diego Interchange Upgrades	26,668	319,095	1,744	527	1,217
E	SR-22 Garden Grove Freeway Access Improvements	12,404	148,416	4	-	4
F	SR-55 Costa Mesa Freeway Improvements	37,831	452,669	7,180	23	7,157
G	SR-57 Orange Freeway Improvements	26,740	319,960	44,929	10,324	34,605
H	SR-91 Improvements from I-5 to SR-57	14,471	173,152	28,209	523	27,686
I	SR-91 Improvements from SR-57 to SR-55	43,051	515,128	13,081	1,308	11,773
J	SR-91 Improvements from SR-55 to County Line	36,405	435,601	6,921	5,294	1,627
K	I-405 Improvements between I-605 to SR-55	110,889	1,326,840	40,429	3,192	37,237
L	I-405 Improvements between SR-55 to I-5	33,045	395,405	4,159	1,264	2,895
M	I-605 Freeway Access Improvements	2,067	24,736	615	16	599
N	All Freeway Service Patrol	15,505	185,520	123	-	123
	Freeway Mitigation	26,500	317,083	44,379	1,688	42,691
	Subtotal Projects	529,997	6,341,664	265,261	40,603	224,658
	Net (Bond Revenue)/Debt Service	-	-	28,950	-	28,950
	<b>Total Freeways</b>	<b>\$ 529,997</b>	<b>\$ 6,341,664</b>	<b>\$ 294,211</b>	<b>\$ 40,603</b>	<b>\$ 253,608</b>
	<b>%</b>					<b>27.3%</b>
<b>Street and Roads Projects (32% of Net Revenues)</b>						
O	Regional Capacity Program	\$ 123,256	\$ 1,474,825	\$ 540,845	\$ 277,215	\$ 263,630
P	Regional Traffic Signal Synchronization Program	49,300	589,904	17,624	1,257	16,367
Q	Local Fair Share Program	221,859	2,654,650	202,019	77	201,942
	Subtotal Projects	394,415	4,719,379	760,488	278,549	481,939
	Net (Bond Revenue)/Debt Service	-	-	32,154	-	32,154
	<b>Total Street and Roads Projects</b>	<b>\$ 394,415</b>	<b>\$ 4,719,379</b>	<b>\$ 792,642</b>	<b>\$ 278,549</b>	<b>\$ 514,093</b>
	<b>%</b>					<b>55.4%</b>

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

Project	Description	Net Revenues through Dec 31, 2015 (G)	Total Net Revenues (I)	Expenditures through Dec 31, 2015 (J)	Reimbursements through Dec 31, 2015 (K)	Net M2 Cost (L)
	(\$ in thousands)					
	<b>Transit Projects (25% of Net Revenues)</b>					
R	High Frequency Metrolink Service	\$ 110,340	\$ 1,320,269	\$ 158,798	\$ 91,019	\$ 67,779
S	Transit Extensions to Metrolink	108,806	1,301,912	4,415	1,822	2,593
T	Metrolink Gateways	24,655	295,013	98,212	60,956	37,256
U	Expand Mobility Choices for Seniors and Persons with Disabilities	36,972	442,390	33,540	17	33,523
V	Community Based Transit/Circulators	24,644	294,883	1,792	107	1,685
W	Safe Transit Stops	2,720	32,548	41	26	15
	Subtotal Projects	308,137	3,687,015	296,798	153,947	142,851
	Net (Bond Revenue)/Debt Service	-	-	17,982	-	17,982
	<b>Total Transit Projects</b>	<b>\$ 308,137</b>	<b>\$ 3,687,015</b>	<b>\$ 314,780</b>	<b>\$ 153,947</b>	<b>\$ 160,833</b>
	<b>%</b>					<b>17.3%</b>
	<b>Measure M2 Program</b>	<b>\$ 1,232,549</b>	<b>\$ 14,748,058</b>	<b>\$ 1,401,633</b>	<b>\$ 473,099</b>	<b>\$ 928,534</b>

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

Project	Description	Revenues through Dec 31, 2015 (G)	Total Revenues (H.1)	Expenditures through Dec 31, 2015 (J)	Reimbursements through Dec 31, 2015 (K)	Net M2 Cost (L)
	(\$ in thousands)					
	<b>Environmental Cleanup (2% of Revenues)</b>					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 26,261	\$ 317,085	\$ 12,454	\$ 292	\$ 12,162
	Net (Bond Revenue)/Debt Service	-	-	-	-	-
	<b>Total Environmental Cleanup</b>	<b>\$ 26,261</b>	<b>\$ 317,085</b>	<b>\$ 12,454</b>	<b>\$ 292</b>	<b>\$ 12,162</b>
	<b>%</b>					<b>0.9%</b>
	<b>Taxpayer Safeguards and Audits</b>					
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 19,482	\$ 234,211	\$ 14,076	\$ -	\$ 14,076
	<b>%</b>					<b>1.1%</b>
	Oversight and Annual Audits (1% of Revenues)	\$ 13,130	\$ 158,542	\$ 16,617	\$ 3,487	\$ 13,130
	<b>%</b>					<b>1.0%</b>



# ***Presentation Items***





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Capital Program Division - Second Quarter Fiscal Year  
2015-16 Capital Action Plan Performance Metrics**

**Staff Report**



**February 1, 2016**

**To:** Executive Committee

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

**Subject:** Capital Programs Division - Second Quarter Fiscal Year 2015-16  
Capital Action Plan Performance Metrics

### **Overview**

The Orange County Transportation Authority's Strategic Plan key strategies and objectives to achieve the goals for Mobility and Stewardship include delivery of all Capital Action Plan projects on time and within budget. The Capital Action Plan is used to create a performance metric to assess capital project delivery progress on highway, grade separation, rail, and facility projects. This report provides an update on the Capital Action Plan delivery and performance metrics.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA) Capital Programs Division is responsible for project development and delivery of highway, grade separation, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan (CAP) are key strategies and objectives to achieve the Strategic Plan goals for Mobility and Stewardship.

This report provides an update on the CAP performance metrics, which provides a fiscal year (FY) snapshot of the planned CAP project delivery milestones in the budgeted FY. The Capital Programs Division also provides Metrolink commuter rail ridership, revenue, and on-time performance reports and metrics in quarterly rail program updates.



***Discussion***

The Capital Programs Division objective is to deliver projects on schedule and within the approved project baseline cost. Key projects' cost and schedule commitments are captured in the CAP which is regularly updated with new projects and project status (Attachment A). The CAP is categorized into four key groupings of projects; freeway projects, grade separation projects, rail and station projects, and key facility projects. Simple milestones are used as performance indicators of progress in project delivery. The CAP performance metrics provides a FY snapshot of the milestones targeted for delivery in the budgeted FY, and provide both transparency and measurement of annual capital project delivery performance.

The CAP project cost represents the total cost of the project across all phases of project delivery, including support costs, and right-of-way (ROW) and construction capital costs. The established baseline cost is shown in comparison to either the actual or forecast cost. The baseline cost may be shown as to-be-determined (TBD) if project scoping studies or other project scoping documents have not been approved, and may be updated as project delivery progresses and milestones are achieved. Actual or forecast costs represent the estimated total project cost across all project delivery phases. Measure M2 (M2) projects are identified with the corresponding project letter and the M2 logo. The CAP update is also included in the M2 Quarterly Report.

The CAP summarizes the very complex capital project critical path delivery schedules into eight key milestones.

Begin Environmental	The date work on the environmental clearance, project report, or preliminary engineering phase begins.
Complete Environmental	The date environmental clearance and project approval is achieved.
Begin Design	The date final design work begins, or the date when a design-build contract begins.
Complete Design	The date final design work is 100 percent complete and approved.

Construction Ready	The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for bids.
Award Contract	The date the construction contract is awarded.
Construction Complete	The date all construction work is completed, and the project is open to public use.

These delivery milestones reflect progression across the project delivery phases shown below.



Project schedules reflect the approved milestone dates in comparison to the forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with the agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. Actual dates will be updated when milestones are achieved, and forecast dates will be updated to reflect project delivery status.

CAP second quarter FY 2015-16 milestones achieved include:

#### Freeway Projects

- The OCTA Board of Directors (Board) approved the short-listing of four design-build (DB) teams for the design and construction of the Interstate 405 (I-405) Improvement Project: OC 405 Partners, Orange County Corridor Constructors, Shimmick/Tutor-Perini, and Skanska-Flatiron. The Board also approved release of the draft request for proposals (RFP) for the I-405 Improvement Project DB contract to the four short-listed teams. Staff held one-on-one industry review meetings with each of the short-listed

DB teams to solicit comments and feedback on the draft RFP. The short-listing of teams and the release of the draft RFP for industry review completes the design milestone. The upcoming construction ready and advertise construction milestones are targeted for March/April 2016 upon release of the final RFP to the short-listed DB teams.

#### **Rail and Station Projects**

- The Laguna Niguel/Mission Viejo Metrolink Station pedestrian access ramp construction contract was awarded to Woodcliff Corporation, from Los Angeles, California, on October 26, 2015.

The following CAP milestones missed the planned delivery through the second quarter of FY 2015-16.

- Environmental clearance and preliminary engineering work on the Anaheim Canyon Metrolink Station improvements did not begin as planned in the second quarter. However, the contract was executed on January 4, 2016, the first work day of the third quarter, and work is now underway. The scope of this project includes construction of a second main track and platform, lengthening the existing platform, improvements to pedestrian circulation, benches, and shade structures.
- Environmental clearance and project report work did not begin on the M2 State Route 57 northbound widening between Orangewood Avenue and Katella Avenue. A cooperative agreement with the California Department of Transportation (Caltrans) was delayed due to a new Caltrans requirement that all legal costs attributable to environmental documentation challenges shall be a project obligation, and paid for by OCTA. The cooperative agreement is now finalized and OCTA's consultant contract can then be executed after Caltrans federal funding obligation approvals, anticipated in the third quarter of the current FY.
- The West County Connector replacement planting construction ready milestone was missed due to Caltrans staff availability to perform the final reviews and packaging of the construction contract for advertisement. Caltrans has scheduled the contract to be construction ready in February 2016. The contract is planned to proceed into construction; however, should the California drought state-of-emergency declaration continue, only the irrigation infrastructure will be installed, and the planting work will be suspended until the drought emergency abates.

- The M2 Interstate 5/State Route 74 Ortega Highway Interchange construction completion milestone was missed. Caltrans reports the contractor is continuing to work on final Caltrans-directed changes and corrective/punch list items. Construction completion is anticipated in the third quarter of the current FY.
- The construction completion milestone for the Sand Canyon Avenue railroad grade separation, originally planned in the first quarter of the FY, continued to be delayed through the second quarter of the FY. The City of Irvine added additional items to the final punch list and did not accept the contractors work until January 15, 2016, in the third quarter of the FY.

#### Recap of Second Quarter FY 2015-16 Performance Metrics

The performance metrics snapshot provided at the beginning of FY 2015-16 reflects 34 major project delivery milestones planned to be accomplish in the FY. The CAP and performance metrics have been updated to reflect both milestones achieved and missed through the second quarter of FY 2015-16 (Attachment B). Six of the eleven milestones originally planned through the second quarter, and one milestone planned in the third quarter of the FY, were completed.

#### Risks and Look Ahead Project Concerns

The complete environmental milestone for the M2 State Route 55 (SR-55) widening between I-405 and I-5 was delayed to achieve Caltrans consensus on the scope and studies for the project alternatives. The project alternatives include; Alternative 1 - additional auxiliary lanes and southbound general purpose (GP) lane, Alternative 2 - new GP lanes each direction, Alternative 3 - new GP lanes each direction and additional auxiliary lanes, Alternative 4 - additional high-occupancy vehicle (HOV) lanes each direction and additional auxiliary lanes. Public review of the draft environmental documentation ended on January 22, 2016. OCTA submitted comments to Caltrans to reinforce that the scope and funding intent of M2 on SR-55 is for GP lane additions and operational improvements, and that the scope of Alternative 3 is generally in conformance with the federally conforming 2012-35 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the draft 2016-40 RTP/SCS currently under review. Caltrans strategic policy direction has shifted away from system capacity enhancements such as GP lane additions and now includes a focus on vehicle miles traveled reduction by inducing increased vehicle occupancy through the construction and enhancement of managed lane systems, including HOV lanes, rather than GP lanes. This does not align with the planned M2 intent of some projects, nor with the existing and draft RTP/SCS.

Caltrans is scheduled to finalize selection of the project preferred alternative in March 2016.

The City of Placentia is continuing to work on revisions to the Placentia Metrolink Station parking scheme and associated private development agreements, including a plan to implement a mixed-use parking structure for both commuters and the downtown Placentia business district. The proposed changes require additional design for the station and mixed-use parking structure, which impact the scope and schedule of the project. The project schedule will be updated with new milestones in the CAP and performance metrics when the station design changes and a final design of the parking structure are agreed to with the City of Placentia. OCTA will be the implementing agency to construct the station and parking structure, and staff is currently assessing all project costs to assure funding is available to construct the project. A portion of the project funding will become a City of Placentia obligation in a cooperative agreement with OCTA, which will be brought to the Board for approval.

The City of Orange has environmentally cleared the Orange Metrolink Parking Structure project through a Notice of Determination under the California Environmental Quality Act (CEQA), and has requested OCTA to take over the lead agency role for construction of the project. In March 2016, OCTA staff will be seeking OCTA Board adoption of the City of Orange CEQA findings, approval of a new construction cooperative agreement, and approval to release an RFP for construction management consultant services to construct the project. The invitation for construction bids cannot be issued until after the construction funding allocation is made by the California Transportation Commission, which may not be until August 2016.

Progress continues to be made on the Tustin Avenue/Rose Drive railroad grade separation as traffic was moved onto the new separation structure in December 2015, and traffic no longer has to be stopped at the crossing by trains. The project is targeted for construction completion in the fourth quarter of this FY. Staff's assessment of the construction schedule indicates a construction completion delay of approximately 30 days. Staff continues to work closely with the contractor on schedule recovery plans and the determination of ownership of any potential delay in completion.

The California drought state-of-emergency is still in place. Replacement planting projects that use potable water for irrigation may continue to be delayed moving to the construction phase, or may be suspended after the irrigation system infrastructure has been installed, thereby postponing the planting until the drought emergency abates.

***Summary***

Significant capital project delivery progress continues and is reflected in the CAP. The FY 2015-16 performance metrics will be used as a general project delivery performance indicator. Staff will continue to manage project costs, schedules, and risks across all project phases to meet project delivery commitments.

***Attachments***

- A. Capital Action Plan, Status Through December 2015
- B. Capital Programs Division, Fiscal Year 2015-16 Performance Metrics Status Through December 2015

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**ORANGE COUNTY TRANSPORTATION AUTHORITY**
















**Capital Program Division - Second Quarter Fiscal Year  
2015-16 Capital Action Plan Performance Metrics**

**Attachment A**

## Capital Action Plan

Status Through December 2015

Updated: January 19, 2016
















Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
<b>Freeway Projects:</b>									
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$91.9	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jun-11</b>	<b>Oct-13</b>	<b>May-14</b>	<b>Sep-14</b>	<b>Dec-14</b>	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$71.5	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jun-11</b>	<b>May-13</b>	<b>Aug-13</b>	<b>Feb-14</b>	<b>Jun-14</b>	Mar-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C	\$66.0	<b>Jun-09</b>	<b>Oct-11</b>	<b>Jun-11</b>	<b>Jan-13</b>	<b>Apr-13</b>	<b>Aug-13</b>	<b>Dec-13</b>	Apr-18
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$79.3	<b>Sep-05</b>	<b>Jun-09</b>	<b>Jan-09</b>	<b>Dec-11</b>	<b>Apr-12</b>	<b>Jun-12</b>	<b>Aug-12</b>	Jan-16
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	<b>Jan-14</b>	<b>Oct-14</b>	<b>Feb-15</b>	<b>Aug-15</b>	<b>Sep-15</b>	Aug-16
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	TBD	Jan-18	May-18	Aug-18	Dec-18	Apr-22
Project C & D	\$151.9	<b>Oct-11</b>	<b>May-14</b>	<b>Mar-15</b>	Jan-18	May-18	Aug-18	Dec-18	Apr-22
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Mar-22
Project C & D	\$196.2	<b>Oct-11</b>	<b>May-14</b>	<b>Nov-14</b>	Jun-17	Dec-17	Feb-18	Jun-18	Mar-22
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Mar-15	Jun-18	Dec-18	Jan-19	May-19	Sep-22
Project C	\$133.6	<b>Oct-11</b>	<b>May-14</b>	<b>Mar-15</b>	Jun-18	Dec-18	Jan-19	May-19	Sep-22
 I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project D	TBD	May-16	Apr-19	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD	TBD	TBD	TBD	TBD
Project B	TBD	<b>May-14</b>	Jul-18	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Jun-15	Mar-17	Jul-17	Sep-17	Dec-17	Feb-20
Project A	\$36.9	<b>Jun-11</b>	<b>Apr-15</b>	<b>Jun-15</b>	Mar-17	Jul-17	Sep-17	Dec-17	Feb-20
I-5, Continuous HOV Lane Access	\$6.0	Jul-11	Apr-15	Feb-12	May-16	Aug-16	Oct-16	Jan-17	Jan-18
	\$6.0	<b>Aug-11</b>	<b>Apr-15</b>	<b>Mar-12</b>	Feb-16	May-16	Jul-16	Oct-16	Apr-17
 SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD	TBD	TBD	TBD	TBD
Project F	\$274.6	<b>May-11</b>	Jul-16	Feb-17	Dec-19	Jun-20	Aug-20	Oct-20	Nov-23
 SR-55, I-5 to SR-91	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Sep-16	Mar-19	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Apr-16	Mar-18	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$40.7	<b>Apr-08</b>	<b>Nov-09</b>	<b>Aug-08</b>	<b>Dec-10</b>	<b>Apr-11</b>	<b>Jul-11</b>	<b>Oct-11</b>	<b>Apr-15</b>



## Capital Action Plan

Status Through December 2015

Updated: January 19, 2016

Capital Projects	Cost Baseline/Forecast  (millions)	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A May-09	N/A Jul-10	N/A May-16	N/A Jul-16	N/A Sep-16	N/A Oct-17
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard Project G	\$80.2 \$53.1	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Dec-09	Jun-10 May-10	Oct-10 Oct-10	May-14 Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road Project G	\$79.3 \$54.7	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Mar-10	Jun-10 May-10	Oct-10 Oct-10	Sep-14 May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Oct-14	N/A May-16	N/A Jul-16	N/A Sep-16	N/A Nov-16	N/A Dec-17
 SR-57 (NB), Lambert Road to Tonner Canyon (On Hold) Project G	TBD TBD	TBD Jul-16	TBD May-19	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1 \$62.2	Jul-07 Jul-07	Apr-10 Jun-10	Oct-09 Mar-10	Feb-12 Apr-12	Jul-12 Aug-12	Aug-12 Oct-12	Nov-12 Jan-13	Apr-16 Jul-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape) Project H	N/A N/A	N/A N/A	N/A N/A	N/A Nov-14	N/A May-16	N/A Aug-16	N/A Oct-16	N/A Dec-16	N/A Dec-17
 SR-91, SR-57 to SR-55 Project I	TBD TBD	Jan-15 Jan-15	Oct-18 Oct-18	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$47.1	Jul-08 Jul-08	Jul-11 May-11	Jul-11 Jun-11	Mar-13 Feb-13	Jul-13 Apr-13	Aug-13 Jun-13	Oct-13 Oct-13	Jul-16 Jul-16
 SR-91, SR-55 to SR-241 Project J	\$128.4 \$79.6	Jul-07 Jul-07	Jul-09 Apr-09	Jun-09 Apr-09	Jan-11 Aug-10	Apr-11 Dec-10	Jun-11 Feb-11	Sep-11 May-11	Dec-12 Mar-13
 SR-91, SR-55 to SR-241 (Landscape) Project J	N/A N/A	N/A N/A	N/A N/A	N/A May-12	N/A Feb-13	N/A Apr-13	N/A Jul-13	N/A Oct-13	N/A Feb-15
 SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5 \$57.8	Mar-05 Mar-05	Dec-07 Dec-07	Jul-07 Jul-07	Dec-08 Dec-08	Mar-09 May-09	May-09 Jun-09	Jul-09 Aug-09	Nov-10 Jan-11
SR-91/SR-241 Express Lanes Connector	TBD TBD	N/A Nov-13	N/A Mar-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405, I-5 to SR-55 Project L	TBD TBD	Dec-14 Dec-14	Aug-17 Mar-18	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405 Southbound, SR-133 to University Drive Project L	TBD \$16.4	Mar-15 Mar-15	Aug-16 Mar-16	TBD Apr-16	TBD Mar-17	TBD Jun-17	TBD Aug-17	TBD Nov-17	TBD Nov-18
 I-405, SR-55 to I-605 (Design-Build) Project K	TBD \$1,791.0	Mar-09 Mar-09	Mar-13 May-15	Mar-14 Mar-14	TBD Nov-15	TBD Feb-16	TBD Mar-16	TBD Nov-16	TBD Dec-22
I-405/SR-22 HOV Connector	\$195.9 \$120.6	N/A N/A	N/A N/A	Sep-07 Sep-07	Sep-09 Jun-09	Mar-10 Sep-09	May-10 Feb-10	Aug-10 Jun-10	Aug-14 Mar-15

## Capital Action Plan

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Updated: January 19, 2016

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$172.4	N/A	N/A	<b>Sep-07</b>	<b>Sep-09</b>	<b>Feb-10</b>	<b>May-10</b>	<b>Oct-10</b>	<b>Mar-15</b>
I-405/SR-22/I-605 HOV Connector (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	<b>Jun-08</b>	<b>May-09</b>	Feb-16	Mar-16	May-16	Jun-17
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD	TBD	TBD	TBD	TBD
<b>Grade Separation Projects:</b>									
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$63.8	N/A	<b>Sep-03</b>	<b>Jan-04</b>	<b>Jul-10</b>	<b>Jul-10</b>	<b>Oct-10</b>	<b>Feb-11</b>	Jan-16
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
Project O	\$116.5	<b>Feb-09</b>	<b>Nov-09</b>	<b>Mar-10</b>	<b>Dec-12</b>	<b>Jul-13</b>	<b>Oct-13</b>	<b>Feb-14</b>	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
Project O	\$92.7	<b>Dec-08</b>	<b>Apr-11</b>	<b>Jul-06</b>	<b>Feb-13</b>	<b>May-13</b>	<b>Sep-13</b>	<b>Feb-14</b>	May-18
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$62.3	<b>Jan-01</b>	<b>May-01</b>	<b>Jan-09</b>	<b>Jun-10</b>	<b>Jan-11</b>	<b>Mar-11</b>	<b>Jul-11</b>	<b>Dec-14</b>
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$63.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Feb-09</b>	<b>Jul-10</b>	<b>Jan-11</b>	<b>Jun-11</b>	<b>Sep-11</b>	<b>Dec-14</b>
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$104.4	<b>Jan-01</b>	<b>Sep-09</b>	<b>Feb-09</b>	<b>Oct-11</b>	<b>Apr-12</b>	<b>Sep-12</b>	<b>Jan-13</b>	Sep-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$98.3	<b>Jan-01</b>	<b>Sep-09</b>	<b>Feb-09</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Oct-12</b>	<b>Feb-13</b>	May-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
Project O	\$99.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Feb-09</b>	<b>Jan-13</b>	<b>Apr-13</b>	<b>Sep-13</b>	<b>Nov-13</b>	Mar-17
17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	<b>Oct-14</b>	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
<b>Rail and Station Projects:</b>									
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Jan-08</b>	<b>Sep-08</b>	<b>Sep-08</b>	<b>Sep-08</b>	<b>Aug-09</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14
Project R	\$5.3	<b>Sep-10</b>	<b>Jul-11</b>	<b>Feb-12</b>	<b>Jun-12</b>	<b>Jun-12</b>	<b>Oct-12</b>	<b>May-13</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Jan-19
	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	<b>Mar-15</b>	Aug-16	Aug-16	Nov-16	Feb-17	Apr-19
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD	TBD	TBD	TBD	TBD
Project S	TBD	<b>Jan-09</b>	TBD	TBD	TBD	TBD	TBD	TBD	TBD

## Capital Action Plan

Status Through December 2015

Updated: January 19, 2016

Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 OC Streetcar Project S	TBD	Aug-09	Mar-12	TBD	TBD	TBD	TBD	TBD	TBD
	\$297.3	<b>Aug-09</b>	<b>Mar-15</b>	Jan-16	Jun-17	Sep-17	Oct-17	Feb-18	Jun-20
 Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
	TBD	<b>Jan-03</b>	<b>May-07</b>	<b>Oct-08</b>	<b>Feb-11</b>	TBD	TBD	TBD	TBD
Anaheim Canyon Station	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	\$21.0	Jan-16	Jan-17	Oct-17	Nov-18	Nov-18	Feb-19	May-19	Aug-20
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Nov-10	Apr-13	TBD	TBD	TBD	TBD
	\$18.6	<b>Dec-09</b>	Jan-16	<b>Nov-10</b>	Feb-16	Apr-16	Jun-16	Nov-16	Feb-18
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Jan-16
	\$4.0	N/A	N/A	<b>Jan-12</b>	<b>Dec-13</b>	<b>Dec-13</b>	<b>Aug-14</b>	<b>Apr-15</b>	Jan-17
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Jul-13	Aug-14	Aug-14	Sep-14	Jan-15	Feb-16
	\$4.6	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jul-13</b>	<b>Jul-15</b>	<b>Jul-15</b>	<b>Jul-15</b>	<b>Oct-15</b>	Mar-17
 Anaheim Regional Transportation Intermodal Center Project R & T	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
	\$230.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>Jun-09</b>	<b>May-12</b>	<b>May-12</b>	<b>May-12</b>	<b>Sep-12</b>	<b>Dec-14</b>

Note: Costs associated with landscape projects are included in respective freeway projects.

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

**Begin Environmental:** The date work on the environmental clearance, project report, or preliminary engineering phase begins.

**Complete Environmental:** The date environmental clearance and project approval is achieved.

**Begin Design:** The date final design work begins, or the date when a design-build contract begins.

**Complete Design:** The date final design work is 100 percent complete and approved.

**Construction Ready:** The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

**Advertise for Construction:** The date a construction contract is both funded and advertised for bids.

**Award Contract:** The date the construction contract is awarded.

**Construction Complete:** The date all construction work is completed and the project is open to public use.

### Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-71 - Corona Expressway (State Route 71)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-133 - Laguna Freeway (State Route 133)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

HOV - high-occupancy vehicle

ADA - Americans with Disabilities Act



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Capital Program Division - Second Quarter Fiscal Year  
2015-16 Capital Action Plan Performance Metrics**

**Attachment B**

## Capital Programs Division

### Fiscal Year 2015-16 Performance Metrics Status Through December 2015

#### Begin Environmental

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
SR-57 (Northbound), Orangewood Avenue to Katella Avenue			X						
Anaheim Canyon Metrolink Station			X						
SR-55, I-5 to SR-91							X		
Total Forecast/Actual	0	0	2	0	0	0	1	0	3

#### Complete Environmental

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Orange Metrolink Station Parking Expansion					X				
17th Street Railroad Grade Separation							X		
Total Forecast/Actual	0	0	0	0	1	0	1	0	2

#### Begin Design

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
OC Streetcar					X				
Total Forecast/Actual	0	0	0	0	1	0	0	0	1

#### Complete Design

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Laguna Niguel/Mission Viejo Station ADA Ramps	X	✓							
I-405, SR-55 to I-605 (Design-Build)			X	✓					
SR-57 (Northbound), Orangewood Avenue to Lambert Road Landscape					X				
SR-91 (Westbound), I-5 to SR-57 Landscape					X				
Orange Metrolink Station Parking Expansion					X				
San Juan Capistrano Passing Siding							X		
Total Forecast/Actual	1	1	1	1	3	0	1	0	6

#### Construction Ready

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Laguna Niguel/Mission Viejo Station ADA Ramps	X	✓							
I-405/SR-22/I-605 HOV Connector Landscape			X						
Orange Metrolink Station Parking Expansion					X				
SR-57 (Northbound), Katella Avenue to Lincoln Avenue Landscape							X		
SR-57 (Northbound), Orangewood Avenue to Lambert Road Landscape							X		
SR-91 (Westbound), I-5 to SR-57 Landscape							X		
I-405, SR-55 to I-605 (Design-Build)							X		
San Juan Capistrano Passing Siding							X		
Total Forecast/Actual	1	1	1	0	1	0	5	0	8

#### Advertise Construction

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Laguna Niguel/Mission Viejo Station ADA Ramps	X	✓							
I-5/Ortega Highway Interchange Landscape		✓	X						
I-405/SR-22/I-605 HOV Connector Landscape					X				
Orange Metrolink Station Parking Expansion					X				
SR-57 (Northbound), Katella Avenue to Lincoln Avenue Landscape							X		
SR-57 (Northbound), Orangewood Avenue to Lambert Road Landscape							X		
I-405, SR-55 to I-605 (Design-Build)							X		
Total Forecast/Actual	1	2	1	0	2	0	3	0	7

# Capital Programs Division

## Fiscal Year 2015-16 Performance Metrics Status Through December 2015

### Award Contract

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Laguna Niguel/Mission Viejo Station ADA Ramps			X	✔					
I-5/Ortega Highway Interchange Landscape		✔			X				
I-405/SR-22/I-605 HOV Connector Landscape					X				
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	0	1	1	1	2	0	1	0	4

### Complete Construction

Project Description	FY 16 Qtr 1		FY 16 Qtr 2		FY 16 Qtr 3		FY 16 Qtr 4		FY 16 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Sand Canyon Avenue Railroad Grade Separation	X								
I-5/Ortega Highway Interchange			X						
Tustin Avenue/Rose Drive Railroad Grade Separation							X		
Total Forecast/Actual	1	0	1	0	0	0	1	0	3
Totals	4	5	7	2	10	0	13	0	34

**Begin Environmental:** The date work on the environmental clearance, project report, or preliminary engineering phase begins.

**Complete Environmental:** The date environmental clearance and project approval is achieved.

**Begin Design:** The date final design work begins or the date when a design-build contract begins.

**Complete Design:** The date final design work is 100 percent complete and approved.

**Construction Ready:** The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

**Advertise for Construction:** The date a construction contract is both funded and advertised for bids.

**Award Contract:** The date the construction contract is awarded.

**Construction Complete:** The date all construction work is completed and the project is open to public use.

#### Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-22 - Garden Grove Freeway (State Route 22)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

I-605 - San Gabriel River Freeway (Interstate 605)

I-405 - San Diego Freeway (Interstate 405)

ADA - Americans with Disability Act

HOV - high-occupancy vehicle

X = milestone forecast in quarter

✔ = milestone accomplished in quarter



COMMITTEE TRANSMITTAL

**January 11, 2016**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert, Clerk of the Board  
**Subject:** Measure M2 Environmental Mitigation Program Update

Regional Planning and Highways Committee Meeting of January 4, 2016

**Present:** Directors Bartlett, Donchak, Miller, Nelson, Spitzer, and Ury  
**Absent:** Director Lalloway

***Committee Vote***

This item was passed by the Members present.

***Committee Recommendation***

Receive and file as an information item.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**


## **Measure M2 Environmental Mitigation Program Update**

### **Staff Report**





**January 4, 2016**

**To:** Regional Planning and Highways Committee  
**From:** Darrell Johnson, Chief Executive Officer   
**Subject:** Measure M2 Environmental Mitigation Program Update

### **Overview**

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of freeway projects in exchange for streamlined project approvals from the state and federal resources agencies. To date, the Environmental Mitigation Program has acquired a number of conservation properties and provided funding for habitat restoration projects. A status report on the release of the Trabuco and Silverado Canyons resource management plans and updates to a restoration project are presented.

### **Recommendation**

Receive and file as an information item.

### **Background**

Measure M2 (M2) includes an innovative Environmental Mitigation Program (EMP) where biological impacts from the M2 freeway projects are addressed through a comprehensive mitigation effort. This is achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), with approval by the California Department of Fish and Wildlife, and the United States Fish and Wildlife Service. These agencies are collectively referred to as resources agencies. The Orange County Transportation Authority (OCTA) is also working with the Army Corps of Engineers and the State Water Resources Control Board to streamline the regulatory permitting process. The NCCP/HCP and associated draft environmental impact report/environmental impact statement (EIR/EIS) was released for public review from November 2014 through February 2015. The 90-day comment period afforded stakeholders and the public the opportunity to provide input on the process. The NCCP/HCP and associated EIR/EIS are expected to be finalized in early 2016.

In May 2015, the Board of Directors (Board) considered the long-term funding strategies as the EMP moves forward. These strategies will guide future EMP expenditures to ensure consistency with the M2 Ordinance.

### ***Discussion***

#### **Puma Coordination Meeting**

With Board direction, an inter-agency puma coordination meeting was convened in August 2015. Items discussed included the role of regulators, implementation efforts, potential funding mechanisms, and agency coordination in relation to connectivity issues for mountain lions. Dr. Winston Vickers of the University of California, Davis, gave a presentation on the Mountain Lions of Southern California Study. The study focused on the genetic relationships among populations, survival rates and causes of mortality, population trajectories, and potential solutions.

The meeting included representatives from 14 local, state, and federal agencies. There was a consensus to develop a plan that focuses on connectivity between jurisdictions, outlines project costs, and identifies how the agencies can move forward with projects.

#### **Harriet Weider Restoration Project Update**

In May 2012, the Bolsa Chica Conservancy (BCC) received Board approval of \$475,000 to fund the Harriet Weider Restoration Project. This will support the restoration of approximately eight acres of coastal sage scrub, grassland, and riparian habitat. It will also include the planting of a rare plant (southern tarplant), which is a mitigation commitment of the M2 NCCP/HCP. A status update was presented at the October 2015 Environmental Oversight Committee (EOC) meeting. The BCC has yet to initiate the project due to various challenges, such as approval from the California Coastal Commission, as well as a conservation easement to protect the restoration site in perpetuity. These requirements must be met before the resources agencies can approve the mitigation credit for the restoration work. Prior to the November 4, 2015 EOC meeting, a letter from OCTA was sent to the BCC outlining expectations for project delivery. Subsequently, the EOC requested that the BCC provide a list of key milestones for the project, along with an action plan to demonstrate how the milestones will be achieved. The EOC also requested that staff provide monthly status updates, and for the BCC to return to the EOC in three months with a project status update.

In addition, staff was directed to include the refined milestone schedule in the OCTA/BCC restoration project agreement along with language that will allow OCTA to dissolve the agreement if crucial milestones are not met.

If the BCC is unable to meet the milestone schedule, the EOC directed staff to identify a new comparable habitat restoration project that includes the establishment of the southern tarplant. This will require additional outreach and coordination. Staff anticipates that opportunities exist within the Upper Newport Back Bay area or within other protected lands within Orange County.

#### Trabuco and Silverado Canyons Resource Management Plans

In conjunction with the preparation of the NCCP/HCP, Resource Management Plans (RMPs) are being developed for each of the conservation properties (Preserves). These plans outline management of the biological resources on the Preserves while considering complementary co-benefits, such as public access. The RMPs are not typically prepared until after the NCCP/HCP has been approved, and do not require public input. However, the Trabuco and Silverado Canyons RMPs are being prepared in parallel with the NCCP/HCP, with a public input process, since the public has a strong desire to gain access to the Preserves. It is important to note that the primary objective in acquiring the Preserves is to obtain mitigation in exchange for the construction of the M2 freeway projects. The resources agencies will approve the RMPs, including any access provision based on consistency with the NCCP/HCP.

The RMPs provide guidelines for the management and monitoring of the Preserves in accordance with the goals and objectives detailed in the NCCP/HCP. Key components of the RMPs include guidance for ongoing protection, preservation, and adaptive management of the natural resources found within each Preserve. Fire prevention measures and recreational use of the site by the general public, if appropriate, are also addressed. Designated roads and trails (and uses) will be identified in each RMP.

The RMPs for the OCTA Trabuco and Silverado Canyons Preserves were released on November 11, 2015. The release included the following OCTA Preserves: Ferber Ranch, Hafen, MacPherson, O'Neill Oaks, and Saddle Creek South. These RMPs are available for public review for a 90-day period through February 8, 2016. OCTA held two public meetings to solicit public input on November 21, 2015 and December 9, 2015, in Rancho Santa Margarita, and a workshop at the regularly scheduled EOC meeting on December 2, 2015. The RMPs and comment forms are posted online at [www.OCTA.net/RMP](http://www.OCTA.net/RMP). The RMPs for the remaining preserves (Hayashi and Aliso Canyon) will be released at a later date and will utilize a similar public outreach process.

#### Endowment Establishment

In October 2014, the Board approved a non-wasting endowment target of approximately \$34.5 million to pay for the long-term management of the Preserves. This commitment demonstrates to the resources agencies that OCTA has the financial capacity to fund the management of the Preserves that are integrated into the OCTA NCCP/HCP.

Staff is working to determine the most effective structure and funding methods to ensure development of the endowment. This will be reviewed by the EOC, the Finance and Administration Committee, and the Board of Directors. Concurrently, staff has been working with other entities that own mitigation lands to identify comprehensive land management strategies. This approach has the potential to maximize economies of scale and create management efficiencies.

### Next Steps

The next inter-agency puma coordination meeting is anticipated to take place in early 2016. The Transportation Corridor Agency has tentatively agreed to host the meeting. The focus will remain on mountain lions, but there will also be an overview on gnatcatcher monitoring as a model for cooperation and collaboration. Staff will continue to monitor the progress of the Harriett Wieder restoration project and provide the status to the EOC on a regular basis until the project is able to begin on-the-ground restoration activities.

OCTA will continue with public outreach and will work with the resources agencies to address public input on the Trabuco and Silverado Canyon RMPs to determine if they meet the permit requirements of the NCCP/HCP. Staff will finalize the endowment parameters and seek Board approval so that the deposits can begin.

### **Summary**

M2 includes an EMP that provides funding for programmatic mitigation to off-set impacts of the 13 freeway projects. To expedite the delivery of the freeway projects, this program was initiated in 2007 to implement early project mitigation through property acquisition and habitat restoration. This program is administered through a NCCP/HCCP, which will be completed in early 2016. A status report on the program, including an update on the Harriet Weider restoration project, and the release of OCTA Trabuco and Silverado Canyons RMPs are presented.

### **Attachment**

None.

### **Prepared by:**



Dan Phu  
Manager,  
Environmental Programs  
(714) 560-5907

### **Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

# *Information Items*





COMMITTEE TRANSMITTAL

**November 9, 2015**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert *LS* Clerk of the Board  
**Subject:** Measure M2 Sales Tax Forecast

Finance and Administration Committee Meeting of October 28, 2015

**Present:** Directors Hennessey, Jones, Murray, Shaw, Spitzer, Steel, and Ury  
**Absent:** Director Miller

***Committee Vote***

Following the discussion on this item, no action was taken on this receive and file information item.

***Staff Recommendation***

Receive and file as an information item.

***Committee Discussion***

At the October 28, 2015, Finance and Administration Committee meeting, the Committee directed staff to review the performance of the three universities as well as potential providers of economic forecasts on a 1-year, 3-year, and 5-year basis.

Staff will return to the Finance and Administration Committee once the review has been completed, in order to recommend how sales tax should be forecasted in the future.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M2 Sales Tax Forecast**

### **Staff Report**





**October 28, 2015**

**To:** Finance and Administration Committee  
**From:** Darrell Johnson, Chief Executive Officer  
**Subject:** Measure M2 Sales Tax Forecast

### **Overview**

The Orange County Transportation Authority contracts with three universities to provide a long-range forecast of taxable sales to project Measure M revenues. All three universities have recently updated their forecasts, and staff has incorporated this new information to develop a current long-range forecast of Measure M2 taxable sales.

### **Recommendation**

Receive and file as an information item.

### **Background**

In 2005, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to forecast taxable sales in Orange County by averaging forecasts from three universities; Chapman University, University of California, Los Angeles, and California State University, Fullerton. Since that time, all three universities have provided annual updates to their forecasts each spring. In addition, OCTA has received final sales tax receipts for fiscal year (FY) 2014-15.

### **Discussion**

All three universities have provided OCTA updated long-term forecasts through FY 2040-41. The blended growth rate for FY 2015-16 is projected to be 6.72 percent. As part of the budget process this year, the Board approved a more conservative growth rate of 5.68 percent for FY 2015-16. This growth rate was based on Chapman University's forecast, which was the most conservative growth rate of the three universities.

After establishing the FY 2015-16 growth rate, staff has utilized the blended growth rates from the universities for the remaining years in the Measure M2 (M2) period (FY 2016-17 through FY 2040-41). Utilizing this methodology yields total nominal M2 sales tax revenues of \$15.6 billion (Attachment A).

Due to sales tax receipts coming in significantly below the three university forecasted growth rates over the past two fiscal years, the Board has directed staff to examine potential changes to the sales tax forecast methodology as part of the FY 2016-17 budget development process. Staff has begun the process of examining potential changes which include, taking a more conservative approach to the three university forecast and/or adjusting which entities provide the forecasts. Staff anticipates that any change in forecast methodology will be brought to the Board during the development of the FY 2016-17 budget.

***Summary***

OCTA has received updated sales tax forecasts from all three universities. The blended forecast projects that total nominal M2 sales tax revenues over the 30-year period of M2 is approximately \$15.6 billion. The forecasted program revenue is consistent with forecasts received over the past few years that have ranged from \$15.5 to \$15.7 billion, therefore no adjustments to programs are anticipated based on the updated forecast. In addition, staff has begun the process of examining potential changes to the sales tax forecast methodology and anticipate that any change will be brought to the Board during the development of the FY 2016-17 budget.

***Attachment***

A. Orange County Transportation Authority M2 Sales Tax Revenue Forecast

**Prepared by:**

Sean Murdock  
Director,  
Finance and Administration  
714-560-5685

**Approved by:**

Andrew Oftelie  
Executive Director,  
Finance and Administration  
714-560-5649



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M2 Sales Tax Forecast**

### **Attachment A**



**Orange County Transportation Authority**  
**M2 Sales Tax Revenue Forecast \***

Fiscal Year	Chapman Forecast	Growth Rate	UCLA Forecast	Growth Rate	CSUF Forecast	Growth Rate	Blended Forecast	Blended Growth Rate
2010-11	61,756,868	6.50%	61,756,868	6.50%	61,756,868	6.50%	61,756,868	6.50%
2011-12	250,923,027	6.20%	250,923,027	6.20%	250,923,027	6.20%	250,923,027	6.20%
2012-13	266,384,076	6.16%	266,384,076	6.16%	266,384,076	6.16%	266,384,076	6.16%
2013-14	279,223,788	4.82%	279,223,788	4.82%	279,223,788	4.82%	279,223,788	4.82%
2014-15	291,118,722	4.26%	291,118,722	4.26%	291,118,722	4.26%	291,118,722	4.26%
2015-16	307,663,425	5.68%	307,654,265	5.68%	307,654,265	5.68%	307,657,319	5.68%
2016-17	325,065,789	5.66%	321,237,449	4.42%	330,237,417	7.34%	325,513,556	5.80%
2017-18	343,420,286	5.65%	333,736,873	3.89%	350,468,387	6.13%	342,509,278	5.22%
2018-19	360,904,646	5.09%	349,139,035	4.62%	368,456,219	5.13%	359,450,719	4.95%
2019-20	378,617,741	4.91%	365,304,202	4.63%	387,808,123	5.25%	377,171,804	4.93%
2020-21	396,483,371	4.72%	379,655,866	3.93%	406,089,012	4.71%	393,970,074	4.45%
2021-22	414,566,188	4.56%	395,960,130	4.29%	423,379,211	4.26%	411,190,535	4.37%
2022-23	433,073,638	4.46%	411,716,261	3.98%	441,622,264	4.31%	428,669,464	4.25%
2023-24	452,113,967	4.40%	429,417,368	4.30%	460,865,672	4.36%	447,321,357	4.35%
2024-25	471,740,091	4.34%	447,852,879	4.29%	480,482,498	4.26%	466,542,205	4.30%
2025-26	494,534,224	4.83%	465,058,410	3.84%	501,463,340	4.37%	486,821,748	4.35%
2026-27	517,406,272	4.62%	483,254,073	3.91%	523,079,878	4.31%	507,671,048	4.28%
2027-28	539,009,891	4.18%	503,130,991	4.11%	545,534,702	4.29%	528,961,619	4.19%
2028-29	561,682,978	4.21%	524,421,071	4.23%	568,523,038	4.21%	551,269,446	4.22%
2029-30	585,295,212	4.20%	546,795,291	4.27%	592,792,802	4.27%	574,678,574	4.25%
2030-31	609,890,188	4.20%	570,123,605	4.27%	617,760,865	4.21%	598,969,197	4.23%
2031-32	635,511,500	4.20%	594,911,099	4.35%	643,643,177	4.19%	624,402,247	4.25%
2032-33	662,203,672	4.20%	620,807,723	4.35%	670,667,478	4.20%	650,943,045	4.25%
2033-34	690,013,543	4.20%	647,831,633	4.35%	699,339,673	4.28%	678,776,918	4.28%
2034-35	718,988,421	4.20%	676,031,901	4.35%	729,286,683	4.28%	707,815,862	4.28%
2035-36	749,178,391	4.20%	705,459,733	4.35%	760,343,391	4.26%	738,040,731	4.27%
2036-37	780,634,471	4.20%	736,168,566	4.35%	791,941,780	4.16%	769,303,086	4.24%
2037-38	813,410,921	4.20%	768,214,162	4.35%	825,411,807	4.23%	802,070,376	4.26%
2038-39	847,562,468	4.20%	801,654,711	4.35%	859,876,076	4.18%	836,096,841	4.24%
2039-40	883,147,546	4.20%	836,550,934	4.35%	896,067,322	4.21%	871,660,039	4.25%
2040-41	690,169,488	4.20%	654,724,649	4.35%	700,891,681	4.29%	681,731,827	4.28%
Total	\$ 15,811,694,811	4.70%	\$ 15,026,219,360	4.52%	\$ 16,033,093,241	4.75%	\$ 15,618,615,396	4.66%

\* Fiscal years 2010-11 through 2013-15 represent actual sales tax receipts. Forecasted revenue figures in nominal dollars.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Community-Based Transit/Circulators Program Guidelines  
and Call for Projects**


**Transmittal**



## COMMITTEE TRANSMITTAL

**November 23, 2015**

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

**From:**  Laurena Weinert, Clerk of the Board

**Subject:** Community-Based Transit/Circulators Program Guidelines and Call for Projects

### Executive Committee Meeting of November 2, 2015

**Present:** Chairman Lalloway, Vice Chair Donchak, and Directors Hennessey, Murray, Nelson, Spitzer, Steel, and Ury

**Absent:** None

### **Committee Vote**

This item was passed by the Members present.

### **Committee Recommendations**

- A. Approve the updates to the Project V – Community-Based Transit Circulators Program guidelines.
- B. Authorize staff to issue the 2016 call for projects for the Project V – Community-Based Transit Circulators Program for approximately \$20 million.

### **Committee Discussion**

At the November 2, 2015 Executive Committee (Committee) meeting, the Committee requested clarification and changes to the Project V Guidelines presented by the staff. This transmittal is intended to provide you with an overview of the goal of the program and highlight changes requested by the Committee.

The goal of the program is to expand community-based transit services and meet transit needs in areas not served by regional transit services.



## COMMITTEE TRANSMITTAL

Based on the prior call for projects, staff is recommending changes that increase flexibility for local agencies (e.g., more time to meet performance metrics), increase local accountability (e.g., new metrics for service quality), and respond to changed conditions (e.g., increased project funding maximums in response to inflation).

The Committee recommended that the new metrics for on-time performance and customer satisfaction be consistent with the Orange County Transportation Authority's (OCTA) standards or practices. For this reason, the on-time performance metric is recommended to be 85 percent (consistent with OCTA's standard) on an ongoing basis and customer satisfaction to be 90 percent "satisfied" based on OCTA's experience in recent customer satisfaction surveys. These changes are identified in Section 5.3 on page 4 of the Revised Attachment A.

The scoring criteria (Attachment B) was also discussed at the meeting. The criteria provides a balanced approach for points distribution to regional/local benefits while considering the importance of cost effectiveness and project readiness to ensure maximum benefit of the Measure M investments in transit services funded with Project V.

## **Project V – Community-Based Transit/Circulators Program Guidelines**

### **1.0 Overview**

The ~~his~~ Measure M2 (M2) Project V- Community-Based Transit/Circulators Program establishes a competitive process to enable local jurisdictions to develop ~~local bus~~ community based local transit services that complement regional transit services, and meet needs in areas not adequately serviced by regional transit. Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of operations and maintenance using non-Orange County Transportation Authority (OCTA) resources<sup>1</sup>. Public-private partnerships<sup>2</sup> are encouraged but not required. Local jurisdictions may partner with each other.

Regional Transit: Regional Transit services are provided by OCTA, specifically through routes 1 through 99 (and excluding those route sections that perform less than 10 boardings per revenue vehicle hour). Additional information on OCTA routes and schedules can be accessed from OCTA website at [www.octa.net](http://www.octa.net).

### **2.0 Objectives**

- To provide community transit service that is safe, clean and convenient.
- ~~Encourage development of local bus transit services such as community-based circulators, shuttles, and bus trolleys~~
- To encourage new, well-coordinated, flexible transportation systems customized to each community's needs.
- ~~Provide services that complement regional bus and rail services and meet needs in areas not adequately served by regional transit.~~
- To develop local bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail service.
- ~~Provide alternatives to address seasonal/special event congestion~~
- To meet transportation needs in areas not served by regional transit.
- ~~Approximately \$300 million (nominal dollars) available from fiscal years 2010-11 to 2040-41~~

### **3.0 Project Participation Categories**

Transit needs may differ from one location to the next, and projects pursued under this program have significant latitude on how the challenge of delivering community based transit will be delivered. The program categories listed below identify key project elements that can be pursued through the Project V funding source. ~~Selection criteria will parallel Federal Transportation Administration (FTA) programs wherever possible to aid in~~

<sup>1</sup> Fairshare revenues are considered non-OCTA resources.

<sup>2</sup> Public-private partnerships are defined as direct financial contributions or sponsorships for eligible program activities.



~~streamlining the competitive process.~~ The program categories eligible for funding through Project V are:

### 3.1 Planning for new service (Up to \$50,000 per agency)

- Need for Community-Based Transit/Circulator Services
- Origin and Destination Studies
- Surveys and Marketing Research
- Development of Proposed Service Plans
- Transit Coordination Studies

### 3.2 Capital

- Bus and vehicle leases/purchases for the purposes of providing community based circulators, shuttles, and trolleys
- ~~Bus stop improvements (including signage, furniture, and shelters) on the new route~~
- Equipment for the deployment, implementation and use of Project V-funded services, including but not limited to:
  - Bike racks
  - Software
  - Communications equipment
  - Fare collection equipment
  - Passenger amenities
  - Americans with Disabilities Act (ADA) equipment for vehicles
- Maintenance facilities and fueling stations required for the new bus-transit service
- Bus stop improvements (including signage, furniture, and shelters) for Project V funded service stops only.

### 3.3 Operations and Maintenance

- Fixed route, deviated fixed route, demand responsive, seasonal community transit and shuttle services including administration, operations and maintenance of services
- Services to be operated by OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Parking leases needed in response to expanded transit services ~~required to alleviate seasonal and or special event congestion~~
- ~~Seasonal and special event is eligible when:~~
  - ~~Seasonal service; or~~
  - ~~The event is infrequent; and~~
  - ~~Attendance will exceed parking capacity; or~~
  - ~~The event will create significant congestion~~
- Special event shuttle services for events that will create significant congestion
- Other flexible and innovative transit services contingent on the service plan and anticipated service performance
- Marketing efforts including expenditures related to service schedules, marketing materials such as flyers and brochures, and community outreach efforts. Project V

contributions for marketing will be capped at \$25,000 for the startup cost and up to \$10,000 annually thereafter for the remaining grant period.

- ~~• Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs for the purposes of this program~~
- ~~• Projects meeting minimum performance requirements may request operations funding through the operating reserve incentive~~
- ~~• Right-of-way is not eligible.~~

Agencies may be awarded a total from all project categories of no more than \$550,000 annually for a period of up to seven years per project.

#### **4.0 Ineligible Categories**

Project V funds may not be used for the following:

- right of way acquisition
- to supplant existing transit services (subject to the Regional Transit definition in Section 1)
- fare subsidies

#### **5.0 Project Category Requirements**

All projects funded through Project V must comply with the Comprehensive Transportation Funding Programs Guidelines, unless specifically noted in the agreement with the local agency and must comply with applicable state and federal laws, including American with Disabilities Act (ADA) requirements for transit services.

##### 5.1 Planning for new service

Cities must provide a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service. OCTA transit planning staff must be included in the development of any planning documents funded through the Project V planning category. Planning documents must include specific recommendations for community-based transit/circulator services that can be implemented within the operating subsidy provided through Project V and must consider coordination with existing services. Plans may also consider ways to eliminate duplication of service or to improve service by combining resources. Progress on planning projects must be reported to OCTA through the semi-annual review process. Agencies will be required to submit all data and planning documents to OCTA in order to receive final payment.

##### 5.2 Capital

Project V funding is available to offset the costs of purchasing or leasing vehicles, equipment and other amenities as described in Section 3.2. Progress on capital projects must be reported to OCTA through the semi-annual review process. Agencies must inspect vehicle purchases to ensure they meet specifications prior to final acceptance and withhold retention until warranty issues and/or final acceptance is met. If vehicles are sold before the end of their useful life or if service is

discontinued, agencies shall repay OCTA the same percentage of the sale price or estimated value based on straight line depreciation of asset consistent with the Project V percentage of the initial purchase.

### 5.3 Operations and Maintenance

OCTA has established an operating reserve as part of this program that may be used to support the costs of operations and maintenance. The operating reserve is subject to the following requirements:

- For seasonal community shuttles, fixed route service, event shuttle and similar services, the project must meet a minimum performance standard. The Project V funded service must achieve the performance standard of 6 passenger boardings per revenue vehicle hour (RVH) within the first 12 months of operations and must achieve the 10 passenger boardings per RVH within the first 24 months of operations and every year thereafter. For other proposed transit services such as vanpool, demand responsive, deviated fixed route service or another innovative service delivery model, a different ridership service standard may be required consistent with the type of service being proposed. Local agencies may propose an alternative ridership measure or standard, other than those listed above, which would be considered on a case by case basis.
- As part of the Project V service, local agencies must develop strategies to measure ridership satisfaction and on-time performance and must achieve a 85% on-time performance on an ongoing basis and rider satisfaction must be 90% satisfied based on customer surveys.
- Awarded agencies must submit operations and maintenance costs and ridership and fare performance data to OCTA on a quarterly basis. The OCTA Transit Committee will be provided with summarized information from these reports on a quarterly basis.
- OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$9 per boarding, not to exceed 90 percent of net operating and maintenance costs whichever is less. The \$9 per boarding may increase annually by an OCTA-approved inflationary factor.
- Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service is required for certain types of transit operations. For Project V funded services, paratransit services will covered with Project V funds through the OCTA Board policy. Agencies receiving Project V funds will be required to adopt a paratransit plan prior before starting operations.

### **4.0 Operating Reserve Incentive**

~~OCTA has established an operating reserve as part of this program that may be used to offset the costs of operations and maintenance. The operating reserve is subject to the following requirements:~~

- ~~1. The project must have been awarded Project V funds through a competitive process and meet a minimum standard of 10 boarding's per revenue vehicle hour on an ongoing basis. The standard of 10 boarding's per revenue vehicle hour must be achieved within the first 12 months of operation and every year thereafter.~~

- ~~2. Awarded agencies must submit audited operations and maintenance costs and ridership and fare performance data to OCTA by September 30 of each year for the prior fiscal year~~
- ~~3. OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$8 per boarding, not to exceed 90 percent of net operating and maintenance costs (after deducting fares/fees), whichever is less. The \$8 per boarding may increase annually by an OCTA-approved inflationary factor. Agencies may be awarded no more than \$525,000 annually over the life of the call period including any request for capital funding.~~

~~All submitted materials are subject to audit prior to OCTA reimbursements. Funds not used in a given year will become available for future calls for projects.~~

## **~~5.0 Capital Match Funding Requirements~~**

### **~~6.0 Agency Match Requirements~~**

~~Local funding must meet are required to provide a minimum-10% non-OCTA match for all Project V components (see section 5.3 for instances where a higher match may be required for operations and maintenance) ten percent match requirement for the entire capital project comprised of any combination of private contributions, advertising revenues, and local discretionary funds. The match may be comprised of any combination of private contributions, advertising revenues, local discretionary funds and farebox revenue. Farebox revenue cannot be used for capital match. The match may not be made up of in-kind services. Capital match funding commitments in excess of ten percent are eligible for additional points scoring. The OCTA contribution for Operations and Maintenance will not exceed \$9 per boarding, therefore actual match provided by the local agency may be greater than 10% depending on the ridership. Match funding Agency match commitments will be incorporated into the master funding agreement.~~

## **~~6.0 7.0 Eligibility Requirements~~**

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the M2 Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program
- Support recommendations from Transit System Study, OCTA Short Range Transit Plan, Go Local planning efforts and goals of the Sustainable Communities Strategy
- Supplement rather than supplant existing transit services and emphasize service to areas not served by transit
- Demonstrate local share of operations and maintenance funding for specific time horizon
- ~~• Capital equipment requires 10 percent non-Orange County Transportation Authority local match~~

- Demonstration of cost reasonableness for new bus stop improvements
- Agency must have a financial plan outlining a funding strategy for ongoing operations and maintenance (minimum of five years)
- The service operator is OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Local agency will be required to enter into a cooperative funding agreement with OCTA
- All projects must include meeting ADA requirements, and these costs must be included in the project application
- ~~Project application must meet minimum competitive score to be deemed eligible and "of merit" (as determined by the OCTA Board of Directors [Board])~~
- Complete applications must be approved by the city council and partner jurisdictions prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- ~~Agencies submitting for funding must agree to follow applicable FTA requirements including FTA procurement policies; waiver requests are subject to OCTA approval~~
- ~~Participation in operating reserve requires 10 percent local match after deducting fares~~
- Local agencies ~~or agency's operator~~ will be required to submit annual appropriate National Transit Database reporting data to OCTA or local agency's operator must submit directly to the National Transit Database.

## **~~7.0~~ Selection Criteria**

~~Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown on the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness, and local/regional benefits.~~

## **8.0 Application Process**

Project V allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal. ~~as outlined below. An application for any proposed service must include a detailed funding/operations plan. Note that as described in Section 3.1, Project V funds are eligible for the development of a detailed funding/operations plan prior to submittal of an application for operation of the proposed service.~~

The project application for capital and operations and maintenance shall include, at a minimum, the following information:

- Project need, goals and objectives
- Project development and implementation schedule
- ~~Complete application~~
- ~~Provide funding/operations plan~~
- ~~Allocations subject to cooperative funding agreement~~

The funding plan shall include, at a minimum, the following information:

- ~~Financials~~ Funding plan (funding needs, match funding availability, operations funding assurances, and public-private partnership arrangements)
- Ongoing service and operations plan
- ~~Project development and implementation schedule~~
- Operations and maintenance facility management
- ~~Service coordination plan~~
- Any additional information deemed relevant by the applicant
- Ridership Projection
- Coordination with existing services such as OCTA transit services, existing Project V services, Metrolink, I-Shuttle, Anaheim Transportation Network and/or Senior Mobility Program

The project application for planning for new projects shall include a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service.

~~A call for projects for the initial funding cycle is expected to be issued December 3, 2012, with applications due March 29, 2013, subject to approval by the OCTA Board. Complete project applications must be submitted by the established due date to be eligible for consideration.~~

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. For applications ~~Once applications have been~~ completed in accordance with the program requirements, the projects will be scored, ranked and submitted to the Executive Committee, and the Board for consideration and funding approval. The process is expected to be concluded by ~~April 30, 2013.~~ June 30, 2016.

The final approved application (including funding plan) will serve as the basis for any funding agreement required under the program. The approved projects will be subject to the Comprehensive Transportation Funding Programs (CTFP) Guidelines for project delivery requirements.

## 9.0 Application Guidelines

Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content, and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

### 9.1 Financial Details

Each candidate project application must include all phases through construction of facilities. The financial plan will include, at a minimum, the following information:



- Estimated project cost for each phase of development (planning, environmental, permitting, design, right-of-way acquisition, [equipment and vehicle acquisition](#), construction, and project oversight)
- Preliminary cost estimates for operations and maintenance should be coordinated with OCTA.
- Funding request for each phase of project implementation with match funding amounts and funding sources clearly identified
- Demonstrated financial commitments for match funding and ongoing operations
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where commercial activity is expected to support implementation and/or operations costs
- Project readiness status
- Realistic project schedule for each project phase

## 9.2 Scoring Criteria

Specific selection criteria will be used to evaluate the competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown in the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness and local/regional benefits.

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Matching funds
- Level of commitment from non-applicant partners
- Operating cost per boarding for opening year
- Annualized cost per incremental passenger trip for opening year
- Project readiness including projected opening year and phase readiness
- Projected daily boardings with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Planned employment densities per square mile for opening year
- Planned population densities per square mile for opening year
- Projected annual visitors served by seasonal route
- Other Local and Regional Benefits
- Agency experience

## 9.3 Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

9.3.1 Council Resolution: A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

9.3.2 Lease/Cost Sharing Agreements: Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

9.3.3 Project Documentation: If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

9.3.4 Operations Plan: In addition to the financial details indicated in 8.1, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **10.0 Reimbursements**

The planning, capital and marketing and outreach programs are administered on a reimbursement basis. Planning, capital and marketing and outreach reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. Local agency revenues provided to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement. If the agency uses an operator other than OCTA, then operations will be administered on a reimbursement basis.

## **11.0 Project Cancellation**

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## **12.0 Audits**

• All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.



## 9.2— Scoring Criteria

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Match funding and level of commitment from non applicant partners
- Operating cost per boarding for opening year
- Annualized cost per incremental passenger trip for opening year
- Project readiness including projected opening year and phase readiness
- Projected daily boarding's with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Planned employment densities per square mile for opening year
- Planned population densities per square mile for opening year
- Projected annual visitors served by seasonal route
- Agency experience

## 9.3— Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

9.3.1 *Council Resolution:* A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

9.3.2 *Lease/Cost Sharing Agreements:* Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

9.3.3 *Project Documentation:* If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

9.3.4 *Operations Plan:* In addition to the financial details indicated in 8.1, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **10.0—Reimbursements**

~~The capital program is administered on a reimbursement basis. Capital reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. Local agency revenues provided to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.~~

## **11.0—Project Cancellation**

~~Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.~~

~~Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.~~

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# Project V - Community-Based Transit/Circulators Scoring Criteria for Eligible Projects

## ATTACHMENT B

A. Measure M2 Eligible	Yes	No
B. In Go Local planning and/or 2011 Transit Study, supports goals of Sustainable Communities Strategy	Yes	No
C. Minimum five-year operations and maintenance plan	Yes	No
D. Total project cost (information only)	<div style="border: 1px solid black; display: inline-block; width: 150px; height: 1.2em; vertical-align: middle;"></div> (Capital)	

### Financial Commitment/Partnership (15 points maximum)

#### Match Funding (Capital)

≥50%	10 points
40% - 49%	8 points
30% - 39%	6 points
20% - 29%	4 points
11% - 19%	2 points

#### Level of Commitment from Non Applicant

Binding agreement	5 points
Commitment letter	2 points

### Cost-Effectiveness (20 points)

#### Operating Cost per Boarding Opening Year

<\$6.00	10 points
\$6.01 - \$8.99	8 points
\$9.00 - \$11.99	6 points
\$12.00 - \$15.00	4 points

#### Annualized Operating and Capital Cost per Boarding Opening Year

<\$7.00	10 points
\$7.01 - \$10.00	8 points
\$10.01 - \$13.00	6 points
\$13.01 - \$16.00	4 points
\$16.01 - \$20.00	2 points

### Project Readiness (20 points)

#### Estimated Opening Year

By 2017	10 points
By 2018	8 points
By 2019	4 points
By 2020	2 points

#### Phase Readiness

Planning and environmental complete	10 points
Right-of-way acquired or not applicable	5 points
Maintenance facilities available	1 points

### Community Connections (Maximum 10 points )

#### Connectivity/Activity Centers Served by Project

Senior center(s)	2 points
Schools	2 points
Retail centers	2 points
Major employment centers (over 250 persons)	2 point
Medical centers	2 points
Train stations	2 points

### Fixed-Route Bus/Rail Connections (8 points)

#### Number of Fixed-Route Bus/Rail Connections (w/in 1/4 mile)

≥8 connections	8 points
6 - 7 connections	6 points
3 - 4 connections	4 points
1 - 2 connections	2 points

### Transit Usage (10 points)

#### Projected Average Daily Boardings (first year)

>300	10 points
201 - 299	8 points
101 - 200	6 points
50 - 100	4 points

### Local/Regional Benefit (15 points maximum)

#### Planned Employment Densities per Square Mile (within 1/4 mile of route) Opening Year

>10,001	4 points
5,001 - 10,000	2 points
1,001 - 5,000	1 point

#### Planned Population Densities per Square Mile (within 1/4 mile of route) for Opening Year

>7,000	4 points
4,001 - 7,000	2 points
501 - 4,000	1 point

#### Projected Annual Visitors Served by Seasonal Route (4 points)

>500,000	4 points
250,000-100,000	3 points
249,000-100,000	2 points
99,000-50,000	1 points

#### Other Local and Regional Benefits (3 points)

Innovative service delivery model	1 point
Creative solutions to community needs	1 point
Combining local and regional resources	1 point

### Agency Experience (2 points )

#### Currently Operated Community Based Service

Shuttles or trolleys	1 point
Vans or community circulator	1 point



**ORANGE COUNTY TRANSPORTATION AUTHORITY**


**Community-Based Transit/Circulators Program Guidelines  
and Call for Projects**

**Staff Report**



**November 2, 2015**

**To:** Executive Committee

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

**Subject:** Community-Based Transit/Circulators Program Guidelines and Call for Projects

### **Overview**

Measure M2 establishes a competitive program through Project V to fund local transit services that complement regional bus and rail services. Based on outreach efforts to local agencies, a competitive call for projects is recommended, and updated guidelines are presented for review and approval.

### **Recommendations**

- A. Approve the updates to the Project V – Community-Based Transit Circulators Program guidelines.
- B. Authorize staff to issue the 2016 call for projects for the Project V – Community-Based Transit Circulators Program for approximately \$20 million.

### **Background**

Community-Based Transit/Circulators Program (Project V) is a competitive program under Measure M2 that provides funding to develop and implement local bus transit services, such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services, and meet local needs in areas not adequately served by regional transit.

The initial program guidelines for Project V were approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2012, and a call for projects (call) was issued that resulted in providing \$9.8 million in Project V funds for five projects in June 2013. In October 2014, OCTA staff conducted a needs assessment survey to determine local agency interest in the next call. OCTA received letters from eight agencies expressing interest in the



next call. Other agencies also expressed interest during the Project V workshop conducted by OCTA on June 24, 2015.

### ***Discussion***

Under the proposed 2015 Project V guidelines, local agencies can request up to 90 percent of project funding. Approximately \$20 million is recommended to be available over a seven-year period. The 2015 Project V guidelines (Attachment A) have been modified to incorporate feedback from the Project V workshop and one-on-one meetings conducted with the local agencies. Key modifications to the guidelines are discussed below.

Under the current guidelines, OCTA would reimburse awarded agencies on a pro-rata basis, but not to exceed \$8 per boarding or 90 percent of net operating and maintenance costs, whichever is less. To account for inflation, the updated guidelines propose to increase the \$8 per boarding to \$9 per boarding or 90 percent of net operating and maintenance costs, whichever is less. In addition, guidelines propose to increase the funding cap for capital and operating reserve from \$525,000 per year per agency, to \$550,000 per year per project to allow local agencies to pursue multiple projects. The local agency matching requirement of ten percent remains unchanged.

The current guidelines require the Project V-funded service to achieve the performance standard of ten passenger boardings per revenue vehicle hours (RVH) within first 12 months of operations. OCTA and local agencies experienced that 12 months did not provide sufficient time to understand the ridership patterns and make service changes as needed. The 2015 guidelines provide two years of time to achieve the ten boardings per RVH and establish an interim goal of six boardings per RVH for the first year of operations. In addition, new performance standards related to the ridership satisfaction and on-time performance have been added to ensure quality of service. Agencies will also be required to submit quarterly ridership progress reports. This information will be submitted to the OCTA Transit Committee on a regular basis.

Local agencies expressed concerns about the lack of funds available to plan services that can be implemented with the Project V funds. To address their concern, the new guidelines propose to add a planning category that would be available to local agencies with a \$50,000 per agency cap for planning activities eligible for Project V funds.

In order to foster innovative service delivery models that can respond to community needs, new guidelines include a definition of regional transit as services provided through OCTA routes 1 through 99.

The 2015 scoring criteria are provided in the Attachment B. The revised guidelines and scoring criteria were reviewed and approved by the Technical Advisory Committee in September 2015.

#### Next Steps

Following Board approval on November 23, 2015, staff anticipates sending out letters notifying local agencies of the call. Project applications would be due to OCTA by February 29, 2016. Based on the selection criteria, projects will be submitted for Board approval by June 2016.

Awards would be effective with Board approval, and funding becomes available beginning July 1, 2016. Some projects may be programmed in subsequent fiscal years (FY) (FY 2017-18 and FY 2018-19), based on schedules provided by local agencies.

***Summary***

Project V provides competitive Measure M2 funding to local agencies to implement transit services that complement regional bus and rail services. Staff is seeking approval of proposed modifications to the Project V Community-Based Transit/Circulators Program Guidelines, and authorization to release the call for projects.

***Attachments***

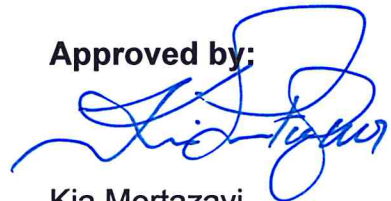
- A. Project V – Community-Based Transit/Circulators Program Guidelines
- B. Project V – Community-Based Transit/Circulators Scoring Criteria for Eligible Projects

**Prepared by:**



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**Approved by:**



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Executive Director, Planning  
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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Community-Based Transit/Circulators Program Guidelines  
and Call for Projects**

**Attachment A**

## **Project V – Community-Based Transit/Circulators Program Guidelines**

### **1.0 Overview**

The Measure M2 (M2) Project V- Community-Based Transit/Circulators Program establishes a competitive process to enable local jurisdictions to develop ~~local bus~~ community based local transit services that complement regional transit services, and meet needs in areas not adequately serviced by regional transit. Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of operations and maintenance using non-Orange County Transportation Authority (OCTA) resources<sup>1</sup>. Public-private partnerships<sup>2</sup> are encouraged but not required. Local jurisdictions may partner with each other.

Regional Transit: Regional Transit services are provided by OCTA, specifically through routes 1 through 99 (and excluding those route sections that perform less than 10 boardings per revenue vehicle hour). Additional information on OCTA routes and schedules can be accessed from OCTA website at [www.octa.net](http://www.octa.net).

### **2.0 Objectives**

- To provide community transit service that is safe, clean and convenient.
- ~~Encourage development of local bus transit services such as community-based circulators, shuttles, and bus trolleys~~
- To encourage new, well-coordinated, flexible transportation systems customized to each community's needs.
- ~~Provide services that complement regional bus and rail services and meet needs in areas not adequately served by regional transit.~~
- To develop local bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail service.
- ~~Provide alternatives to address seasonal/special event congestion~~
- To meet transportation needs in areas not served by regional transit.
- ~~Approximately \$300 million (nominal dollars) available from fiscal years 2010-11 to 2040-41~~

### **3.0 Project Participation Categories**

Transit needs may differ from one location to the next, and projects pursued under this program have significant latitude on how the challenge of delivering community based transit will be delivered. The program categories listed below identify key project elements that can be pursued through the Project V funding source. ~~Selection criteria will parallel Federal Transportation Administration (FTA) programs wherever possible to aid in~~

<sup>1</sup> Fairshare revenues are considered non-OCTA resources.

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~~streamlining the competitive process.~~ The program categories eligible for funding through Project V are:

### 3.1 Planning for new service (Up to \$50,000 per agency)

- Need for Community-Based Transit/Circulator Services
- Origin and Destination Studies
- Surveys and Marketing Research
- Development of Proposed Service Plans
- Transit Coordination Studies

### 3.2 Capital

- Bus and vehicle leases/purchases for the purposes of providing community based circulators, shuttles, and trolleys
- ~~Bus stop improvements (including signage, furniture, and shelters) on the new route~~
- Equipment for the deployment, implementation and use of Project V-funded services, including but not limited to:
  - Bike racks
  - Software
  - Communications equipment
  - Fare collection equipment
  - Passenger amenities
  - Americans with Disabilities Act (ADA) equipment for vehicles
- Maintenance facilities and fueling stations required for the new bus-transit service
- Bus stop improvements (including signage, furniture, and shelters) for Project V funded service stops only.

### 3.3 Operations and Maintenance

- Fixed route, deviated fixed route, demand responsive, seasonal community transit and shuttle services including administration, operations and maintenance of services
- Services to be operated by OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Parking leases needed in response to expanded transit services ~~required to alleviate seasonal and or special event congestion~~
- ~~Seasonal and special event is eligible when:~~
  - ~~Seasonal service; or~~
  - ~~The event is infrequent; and~~
  - ~~Attendance will exceed parking capacity; or~~
  - ~~The event will create significant congestion~~
- Special event shuttle services for events that will create significant congestion
- Other flexible and innovative transit services contingent on the service plan and anticipated service performance
- Marketing efforts including expenditures related to service schedules, marketing materials such as flyers and brochures, and community outreach efforts. Project V

contributions for marketing will be capped at \$25,000 for the startup cost and up to \$10,000 annually thereafter for the remaining grant period.

- ~~Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs for the purposes of this program~~
- ~~Projects meeting minimum performance requirements may request operations funding through the operating reserve incentive~~
- ~~Right-of-way is not eligible.~~

Agencies may be awarded a total from all project categories of no more than \$550,000 annually for a period of up to seven years per project.

#### **4.0 Ineligible Categories**

Project V funds may not be used for the following:

- right of way acquisition
- to supplant existing transit services (subject to the Regional Transit definition in Section 1)
- fare subsidies

#### **5.0 Project Category Requirements**

All projects funded through Project V must comply with the Comprehensive Transportation Funding Programs Guidelines, unless specifically noted in the agreement with the local agency and must comply with applicable state and federal laws, including American with Disabilities Act (ADA) requirements for transit services.

##### 5.1 Planning for new service

Cities must provide a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service. OCTA transit planning staff must be included in the development of any planning documents funded through the Project V planning category. Planning documents must include specific recommendations for community-based transit/circulator services that can be implemented within the operating subsidy provided through Project V and must consider coordination with existing services. Plans may also consider ways to eliminate duplication of service or to improve service by combining resources. Progress on planning projects must be reported to OCTA through the semi-annual review process. Agencies will be required to submit all data and planning documents to OCTA in order to receive final payment.

##### 5.2 Capital

Project V funding is available to offset the costs of purchasing or leasing vehicles, equipment and other amenities as described in Section 3.2. Progress on capital projects must be reported to OCTA through the semi-annual review process. Agencies must inspect vehicle purchases to ensure they meet specifications prior to final acceptance and withhold retention until warranty issues and/or final acceptance is met. If vehicles are sold before the end of their useful life or if service is

discontinued, agencies shall repay OCTA the same percentage of the sale price or estimated value based on straight line depreciation of asset consistent with the Project V percentage of the initial purchase.

### 5.3 Operations and Maintenance

OCTA has established an operating reserve as part of this program that may be used to support the costs of operations and maintenance. The operating reserve is subject to the following requirements:

- For seasonal community shuttles, fixed route service, event shuttle and similar services, the project must meet a minimum performance standard. The Project V funded service must achieve the performance standard of 6 passenger boardings per revenue vehicle hour (RVH) within the first 12 months of operations and must achieve the 10 passenger boardings per RVH within the first 24 months of operations and every year thereafter. For other proposed transit services such as vanpool, demand responsive, deviated fixed route service or another innovative service delivery model, a different ridership service standard may be required consistent with the type of service being proposed. Local agencies may propose an alternative ridership measure or standard, other than those listed above, which would be considered on a case by case basis.
- As part of the Project V service, local agencies must develop strategies to measure ridership satisfaction and on-time performance and must achieve a 75% on-time performance and rider satisfaction within the first 12 months of operations and 85% within 24 months and on an ongoing basis thereafter.
- Awarded agencies must submit operations and maintenance costs and ridership and fare performance data to OCTA on a quarterly basis. The OCTA Transit Committee will be provided with summarized information from these reports on a quarterly basis.
- OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$9 per boarding, not to exceed 90 percent of net operating and maintenance costs whichever is less. The \$9 per boarding may increase annually by an OCTA-approved inflationary factor.
- Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service is required for certain types of transit operations. For Project V funded services, paratransit services will covered with Project V funds through the OCTA Board policy. Agencies receiving Project V funds will be required to adopt a paratransit plan prior before starting operations.

### **4.0 Operating Reserve Incentive**

~~OCTA has established an operating reserve as part of this program that may be used to offset the costs of operations and maintenance. The operating reserve is subject to the following requirements:~~

- ~~1. The project must have been awarded Project V funds through a competitive process and meet a minimum standard of 10 boarding's per revenue vehicle hour on an ongoing basis. The standard of 10 boarding's per revenue vehicle hour must be achieved within the first 12 months of operation and every year thereafter.~~

- ~~2. Awarded agencies must submit audited operations and maintenance costs and ridership and fare performance data to OCTA by September 30 of each year for the prior fiscal year~~
- ~~3. OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$8 per boarding, not to exceed 90 percent of net operating and maintenance costs (after deducting fares/fees), whichever is less. The \$8 per boarding may increase annually by an OCTA-approved inflationary factor. Agencies may be awarded no more than \$525,000 annually over the life of the call period including any request for capital funding.~~

~~All submitted materials are subject to audit prior to OCTA reimbursements. Funds not used in a given year will become available for future calls for projects.~~

## **~~5.0 Capital Match Funding Requirements~~**

### **~~6.0 Agency Match Requirements~~**

~~Local funding must meet are required to provide a minimum-10% non-OCTA match for all Project V components (see section 5.3 for instances where a higher match may be required for operations and maintenance) ten percent match requirement for the entire capital project comprised of any combination of private contributions, advertising revenues, and local discretionary funds. The match may be comprised of any combination of private contributions, advertising revenues, local discretionary funds and farebox revenue. Farebox revenue cannot be used for capital match. The match may not be made up of in-kind services. Capital match funding commitments in excess of ten percent are eligible for additional points scoring. The OCTA contribution for Operations and Maintenance will not exceed \$9 per boarding, therefore actual match provided by the local agency may be greater than 10% depending on the ridership. Match funding Agency match commitments will be incorporated into the master funding agreement.~~

## **~~6.0~~ 7.0 Eligibility Requirements**

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the M2 Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program
- Support recommendations from Transit System Study, OCTA Short Range Transit Plan, Go Local planning efforts and goals of the Sustainable Communities Strategy
- Supplement rather than supplant existing transit services and emphasize service to areas not served by transit
- Demonstrate local share of operations and maintenance funding for specific time horizon
- ~~• Capital equipment requires 10 percent non-Orange County Transportation Authority local match~~

- Demonstration of cost reasonableness for new bus stop improvements
- Agency must have a financial plan outlining a funding strategy for ongoing operations and maintenance (minimum of five years)
- The service operator is OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Local agency will be required to enter into a cooperative funding agreement with OCTA
- All projects must include meeting ADA requirements, and these costs must be included in the project application
- ~~Project application must meet minimum competitive score to be deemed eligible and "of merit" (as determined by the OCTA Board of Directors [Board])~~
- Complete applications must be approved by the city council and partner jurisdictions prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- ~~Agencies submitting for funding must agree to follow applicable FTA requirements including FTA procurement policies; waiver requests are subject to OCTA approval~~
- ~~Participation in operating reserve requires 10 percent local match after deducting fares~~
- Local agencies ~~or agency's operator~~ will be required to submit annual appropriate National Transit Database reporting data to OCTA or local agency's operator must submit directly to the National Transit Database.

## **7.0 ~~Selection Criteria~~**

~~Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown on the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness, and local/regional benefits.~~

## **8.0 Application Process**

Project V allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal. ~~as outlined below. An application for any proposed service must include a detailed funding/operations plan. Note that as described in Section 3.1, Project V funds are eligible for the development of a detailed funding/operations plan prior to submittal of an application for operation of the proposed service.~~

The project application for capital and operations and maintenance shall include, at a minimum, the following information:

- Project need, goals and objectives
- Project development and implementation schedule
- ~~Complete application~~
- ~~Provide funding/operations plan~~
- ~~Allocations subject to cooperative funding agreement~~

The funding plan shall include, at a minimum, the following information:



- ~~Financials~~ Funding plan (funding needs, match funding availability, operations funding assurances, and public-private partnership arrangements)
- Ongoing service and operations plan
- ~~Project development and implementation schedule~~
- Operations and maintenance facility management
- ~~Service coordination plan~~
- Any additional information deemed relevant by the applicant
- Ridership Projection
- Coordination with existing services such as OCTA transit services, existing Project V services, Metrolink, I-Shuttle, Anaheim Transportation Network and/or Senior Mobility Program

The project application for planning for new projects shall include a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service.

~~A call for projects for the initial funding cycle is expected to be issued December 3, 2012, with applications due March 29, 2013, subject to approval by the OCTA Board. Complete project applications must be submitted by the established due date to be eligible for consideration.~~

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. For applications ~~Once applications have been~~ completed in accordance with the program requirements, the projects will be scored, ranked and submitted to the Executive Committee, and the Board for consideration and funding approval. The process is expected to be concluded by ~~April 30, 2013.~~ June 30, 2016.

The final approved application (including funding plan) will serve as the basis for any funding agreement required under the program. The approved projects will be subject to the Comprehensive Transportation Funding Programs (CTFP) Guidelines for project delivery requirements.

## 9.0 Application Guidelines

Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content, and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

### 9.1 Financial Details

Each candidate project application must include all phases through construction of facilities. The financial plan will include, at a minimum, the following information:



- Estimated project cost for each phase of development (planning, environmental, permitting, design, right-of-way acquisition, equipment and vehicle acquisition, construction, and project oversight)
- Preliminary cost estimates for operations and maintenance should be coordinated with OCTA.
- Funding request for each phase of project implementation with match funding amounts and funding sources clearly identified
- Demonstrated financial commitments for match funding and ongoing operations
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where commercial activity is expected to support implementation and/or operations costs
- Project readiness status
- Realistic project schedule for each project phase

## 9.2 Scoring Criteria

Specific selection criteria will be used to evaluate the competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown in the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness and local/regional benefits.

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Matching funds
- Level of commitment from non-applicant partners
- Operating cost per boarding for opening year
- Annualized cost per incremental passenger trip for opening year
- Project readiness including projected opening year and phase readiness
- Projected daily boardings with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Planned employment densities per square mile for opening year
- Planned population densities per square mile for opening year
- Projected annual visitors served by seasonal route
- Other Local and Regional Benefits
- Agency experience

## 9.3 Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

9.3.1 Council Resolution: A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

9.3.2 Lease/Cost Sharing Agreements: Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

9.3.3 Project Documentation: If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

9.3.4 Operations Plan: In addition to the financial details indicated in 8.1, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **10.0 Reimbursements**

The planning, capital and marketing and outreach programs are administered on a reimbursement basis. Planning, capital and marketing and outreach reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. Local agency revenues provided to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement. If the agency uses an operator other than OCTA, then operations will be administered on a reimbursement basis.

## **11.0 Project Cancellation**

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## **12.0 Audits**

• All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.

## 9.2— Scoring Criteria

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Match funding and level of commitment from non applicant partners
- Operating cost per boarding for opening year
- Annualized cost per incremental passenger trip for opening year
- Project readiness including projected opening year and phase readiness
- Projected daily boarding's with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Planned employment densities per square mile for opening year
- Planned population densities per square mile for opening year
- Projected annual visitors served by seasonal route
- Agency experience

## 9.3— Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

9.3.1 *Council Resolution:* A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

9.3.2 *Lease/Cost Sharing Agreements:* Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

9.3.3 *Project Documentation:* If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

9.3.4 *Operations Plan:* In addition to the financial details indicated in 8.1, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **10.0—Reimbursements**

~~The capital program is administered on a reimbursement basis. Capital reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. Local agency revenues provided to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.~~

## **11.0—Project Cancellation**

~~Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.~~

~~Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.~~

## **12.0—Audits**

~~All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.~~



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Community-Based Transit/Circulators Program Guidelines  
and Call for Projects**

**Attachment A - Revised**

## **Project V – Community-Based Transit/Circulators Program Guidelines**

### **1.0 Overview**

The Measure M2 (M2) Project V- Community-Based Transit/Circulators Program establishes a competitive process to enable local jurisdictions to develop ~~local bus~~ community based local transit services that complement regional transit services, and meet needs in areas not adequately serviced by regional transit. Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of operations and maintenance using non-Orange County Transportation Authority (OCTA) resources<sup>1</sup>. Public-private partnerships<sup>2</sup> are encouraged but not required. Local jurisdictions may partner with each other.

Regional Transit: Regional Transit services are provided by OCTA, specifically through routes 1 through 99 (and excluding those route sections that perform less than 10 boardings per revenue vehicle hour). Additional information on OCTA routes and schedules can be accessed from OCTA website at [www.octa.net](http://www.octa.net).

### **2.0 Objectives**

- To provide community transit service that is safe, clean and convenient.
- ~~Encourage development of local bus transit services such as community-based circulators, shuttles, and bus trolleys~~
- To encourage new, well-coordinated, flexible transportation systems customized to each community's needs.
- ~~Provide services that complement regional bus and rail services and meet needs in areas not adequately served by regional transit.~~
- To develop local bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail service.
- ~~Provide alternatives to address seasonal/special event congestion~~
- To meet transportation needs in areas not served by regional transit.
- ~~Approximately \$300 million (nominal dollars) available from fiscal years 2010-11 to 2040-41~~

### **3.0 Project Participation Categories**

Transit needs may differ from one location to the next, and projects pursued under this program have significant latitude on how the challenge of delivering community based transit will be delivered. The program categories listed below identify key project elements that can be pursued through the Project V funding source. ~~Selection criteria will parallel Federal Transportation Administration (FTA) programs wherever possible to aid in~~

<sup>1</sup> Fairshare revenues are considered non-OCTA resources.

<sup>2</sup> Public-private partnerships are defined as direct financial contributions or sponsorships for eligible program activities.

~~streamlining the competitive process.~~ The program categories eligible for funding through Project V are:

### 3.1 Planning for new service (Up to \$50,000 per agency)

- Need for Community-Based Transit/Circulator Services
- Origin and Destination Studies
- Surveys and Marketing Research
- Development of Proposed Service Plans
- Transit Coordination Studies

### 3.2 Capital

- Bus and vehicle leases/purchases for the purposes of providing community based circulators, shuttles, and trolleys
- ~~Bus stop improvements (including signage, furniture, and shelters) on the new route~~
- Equipment for the deployment, implementation and use of Project V-funded services, including but not limited to:
  - Bike racks
  - Software
  - Communications equipment
  - Fare collection equipment
  - Passenger amenities
  - Americans with Disabilities Act (ADA) equipment for vehicles
- Maintenance facilities and fueling stations required for the new bus-transit service
- Bus stop improvements (including signage, furniture, and shelters) for Project V funded service stops only.

### 3.3 Operations and Maintenance

- Fixed route, deviated fixed route, demand responsive, seasonal community transit and shuttle services including administration, operations and maintenance of services
- Services to be operated by OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Parking leases needed in response to expanded transit services ~~required to alleviate seasonal and or special event congestion~~
- ~~Seasonal and special event is eligible when:~~
  - ~~Seasonal service; or~~
  - ~~The event is infrequent; and~~
  - ~~Attendance will exceed parking capacity; or~~
  - ~~The event will create significant congestion~~
- Special event shuttle services for events that will create significant congestion
- Other flexible and innovative transit services contingent on the service plan and anticipated service performance
- Marketing efforts including expenditures related to service schedules, marketing materials such as flyers and brochures, and community outreach efforts. Project V

contributions for marketing will be capped at \$25,000 for the startup cost and up to \$10,000 annually thereafter for the remaining grant period.

- ~~• Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs for the purposes of this program~~
- ~~• Projects meeting minimum performance requirements may request operations funding through the operating reserve incentive~~
- ~~• Right-of-way is not eligible.~~

Agencies may be awarded a total from all project categories of no more than \$550,000 annually for a period of up to seven years per project.

#### **4.0 Ineligible Categories**

Project V funds may not be used for the following:

- right of way acquisition
- to supplant existing transit services (subject to the Regional Transit definition in Section 1)
- fare subsidies

#### **5.0 Project Category Requirements**

All projects funded through Project V must comply with the Comprehensive Transportation Funding Programs Guidelines, unless specifically noted in the agreement with the local agency and must comply with applicable state and federal laws, including American with Disabilities Act (ADA) requirements for transit services.

##### 5.1 Planning for new service

Cities must provide a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service. OCTA transit planning staff must be included in the development of any planning documents funded through the Project V planning category. Planning documents must include specific recommendations for community-based transit/circulator services that can be implemented within the operating subsidy provided through Project V and must consider coordination with existing services. Plans may also consider ways to eliminate duplication of service or to improve service by combining resources. Progress on planning projects must be reported to OCTA through the semi-annual review process. Agencies will be required to submit all data and planning documents to OCTA in order to receive final payment.

##### 5.2 Capital

Project V funding is available to offset the costs of purchasing or leasing vehicles, equipment and other amenities as described in Section 3.2. Progress on capital projects must be reported to OCTA through the semi-annual review process. Agencies must inspect vehicle purchases to ensure they meet specifications prior to final acceptance and withhold retention until warranty issues and/or final acceptance is met. If vehicles are sold before the end of their useful life or if service is



discontinued, agencies shall repay OCTA the same percentage of the sale price or estimated value based on straight line depreciation of asset consistent with the Project V percentage of the initial purchase.

### 5.3 Operations and Maintenance

OCTA has established an operating reserve as part of this program that may be used to support the costs of operations and maintenance. The operating reserve is subject to the following requirements:

- For seasonal community shuttles, fixed route service, event shuttle and similar services, the project must meet a minimum performance standard. The Project V funded service must achieve the performance standard of 6 passenger boardings per revenue vehicle hour (RVH) within the first 12 months of operations and must achieve the 10 passenger boardings per RVH within the first 24 months of operations and every year thereafter. For other proposed transit services such as vanpool, demand responsive, deviated fixed route service or another innovative service delivery model, a different ridership service standard may be required consistent with the type of service being proposed. Local agencies may propose an alternative ridership measure or standard, other than those listed above, which would be considered on a case by case basis.
- As part of the Project V service, local agencies must develop strategies to measure ridership satisfaction and on-time performance and must achieve a 85% on-time performance on an ongoing basis and rider satisfaction must be 90% satisfied based on customer surveys.
- Awarded agencies must submit operations and maintenance costs and ridership and fare performance data to OCTA on a quarterly basis. The OCTA Transit Committee will be provided with summarized information from these reports on a quarterly basis.
- OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$9 per boarding, not to exceed 90 percent of net operating and maintenance costs whichever is less. The \$9 per boarding may increase annually by an OCTA-approved inflationary factor.
- Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service is required for certain types of transit operations. For Project V funded services, paratransit services will covered with Project V funds through the OCTA Board policy. Agencies receiving Project V funds will be required to adopt a paratransit plan prior before starting operations.

### **4.0 Operating Reserve Incentive**

~~OCTA has established an operating reserve as part of this program that may be used to offset the costs of operations and maintenance. The operating reserve is subject to the following requirements:~~

- ~~1. The project must have been awarded Project V funds through a competitive process and meet a minimum standard of 10 boarding's per revenue vehicle hour on an ongoing basis. The standard of 10 boarding's per revenue vehicle hour must be achieved within the first 12 months of operation and every year thereafter.~~

- ~~2. Awarded agencies must submit audited operations and maintenance costs and ridership and fare performance data to OCTA by September 30 of each year for the prior fiscal year~~
- ~~3. OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$8 per boarding, not to exceed 90 percent of net operating and maintenance costs (after deducting fares/fees), whichever is less. The \$8 per boarding may increase annually by an OCTA-approved inflationary factor. Agencies may be awarded no more than \$525,000 annually over the life of the call period including any request for capital funding.~~

~~All submitted materials are subject to audit prior to OCTA reimbursements. Funds not used in a given year will become available for future calls for projects.~~

## **~~5.0 Capital Match Funding Requirements~~**

### **~~6.0 Agency Match Requirements~~**

~~Local funding must meet are required to provide a minimum-10% non-OCTA match for all Project V components (see section 5.3 for instances where a higher match may be required for operations and maintenance) ten percent match requirement for the entire capital project comprised of any combination of private contributions, advertising revenues, and local discretionary funds. The match may be comprised of any combination of private contributions, advertising revenues, local discretionary funds and farebox revenue. Farebox revenue cannot be used for capital match. The match may not be made up of in-kind services. Capital match funding commitments in excess of ten percent are eligible for additional points scoring. The OCTA contribution for Operations and Maintenance will not exceed \$9 per boarding, therefore actual match provided by the local agency may be greater than 10% depending on the ridership. Match funding Agency match commitments will be incorporated into the master-funding agreement.~~

## **~~6.0 7.0 Eligibility Requirements~~**

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the M2 Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program
- Support recommendations from Transit System Study, OCTA Short Range Transit Plan, Go Local planning efforts and goals of the Sustainable Communities Strategy
- Supplement rather than supplant existing transit services and emphasize service to areas not served by transit
- Demonstrate local share of operations and maintenance funding for specific time horizon
- ~~• Capital equipment requires 10 percent non-Orange County Transportation Authority local match~~

- Demonstration of cost reasonableness for new bus stop improvements
- Agency must have a financial plan outlining a funding strategy for ongoing operations and maintenance (minimum of five years)
- The service operator is OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Local agency will be required to enter into a cooperative funding agreement with OCTA
- All projects must include meeting ADA requirements, and these costs must be included in the project application
- ~~Project application must meet minimum competitive score to be deemed eligible and "of merit" (as determined by the OCTA Board of Directors [Board])~~
- Complete applications must be approved by the city council and partner jurisdictions prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- ~~Agencies submitting for funding must agree to follow applicable FTA requirements including FTA procurement policies; waiver requests are subject to OCTA approval~~
- ~~Participation in operating reserve requires 10 percent local match after deducting fares~~
- Local agencies ~~or agency's operator~~ will be required to submit annual appropriate National Transit Database reporting data to OCTA or local agency's operator must submit directly to the National Transit Database.

## **7.0 ~~Selection Criteria~~**

~~Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown on the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness, and local/regional benefits.~~

## **8.0 Application Process**

Project V allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal. ~~as outlined below. An application for any proposed service must include a detailed funding/operations plan. Note that as described in Section 3.1, Project V funds are eligible for the development of a detailed funding/operations plan prior to submittal of an application for operation of the proposed service.~~

The project application for capital and operations and maintenance shall include, at a minimum, the following information:

- Project need, goals and objectives
- Project development and implementation schedule
- ~~Complete application~~
- ~~Provide funding/operations plan~~
- ~~Allocations subject to cooperative funding agreement~~

The funding plan shall include, at a minimum, the following information:

- ~~Financials~~ Funding plan (funding needs, match funding availability, operations funding assurances, and public-private partnership arrangements)
- Ongoing service and operations plan
- ~~Project development and implementation schedule~~
- Operations and maintenance facility management
- ~~Service coordination plan~~
- Any additional information deemed relevant by the applicant
- Ridership Projection
- Coordination with existing services such as OCTA transit services, existing Project V services, Metrolink, I-Shuttle, Anaheim Transportation Network and/or Senior Mobility Program

The project application for planning for new projects shall include a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service.

~~A call for projects for the initial funding cycle is expected to be issued December 3, 2012, with applications due March 29, 2013, subject to approval by the OCTA Board. Complete project applications must be submitted by the established due date to be eligible for consideration.~~

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. For applications ~~Once applications have been~~ completed in accordance with the program requirements, the projects will be scored, ranked and submitted to the Executive Committee, and the Board for consideration and funding approval. The process is expected to be concluded by ~~April 30, 2013.~~ June 30, 2016.

The final approved application (including funding plan) will serve as the basis for any funding agreement required under the program. The approved projects will be subject to the Comprehensive Transportation Funding Programs (CTFP) Guidelines for project delivery requirements.

## 9.0 Application Guidelines

Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content, and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

### 9.1 Financial Details

Each candidate project application must include all phases through construction of facilities. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (planning, environmental, permitting, design, right-of-way acquisition, equipment and vehicle acquisition, construction, and project oversight)
- Preliminary cost estimates for operations and maintenance should be coordinated with OCTA.
- Funding request for each phase of project implementation with match funding amounts and funding sources clearly identified
- Demonstrated financial commitments for match funding and ongoing operations
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where commercial activity is expected to support implementation and/or operations costs
- Project readiness status
- Realistic project schedule for each project phase

## 9.2 Scoring Criteria

Specific selection criteria will be used to evaluate the competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown in the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness and local/regional benefits.

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Matching funds
- Level of commitment from non-applicant partners
- Operating cost per boarding for opening year
- Annualized cost per incremental passenger trip for opening year
- Project readiness including projected opening year and phase readiness
- Projected daily boardings with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Planned employment densities per square mile for opening year
- Planned population densities per square mile for opening year
- Projected annual visitors served by seasonal route
- Other Local and Regional Benefits
- Agency experience

## 9.3 Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

9.3.1 Council Resolution: A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

9.3.2 Lease/Cost Sharing Agreements: Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

9.3.3 Project Documentation: If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

9.3.4 Operations Plan: In addition to the financial details indicated in 8.1, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **10.0 Reimbursements**

The planning, capital and marketing and outreach programs are administered on a reimbursement basis. Planning, capital and marketing and outreach reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. Local agency revenues provided to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement. If the agency uses an operator other than OCTA, then operations will be administered on a reimbursement basis.

## **11.0 Project Cancellation**

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## **12.0 Audits**

• All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.



## 9.2— Scoring Criteria

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Match funding and level of commitment from non applicant partners
- Operating cost per boarding for opening year
- Annualized cost per incremental passenger trip for opening year
- Project readiness including projected opening year and phase readiness
- Projected daily boarding's with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Planned employment densities per square mile for opening year
- Planned population densities per square mile for opening year
- Projected annual visitors served by seasonal route
- Agency experience

## 9.3— Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

9.3.1 *Council Resolution:* A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

9.3.2 *Lease/Cost Sharing Agreements:* Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

9.3.3 *Project Documentation:* If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

9.3.4 *Operations Plan:* In addition to the financial details indicated in 8.1, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **10.0—Reimbursements**

~~The capital program is administered on a reimbursement basis. Capital reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. Local agency revenues provided to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.~~

## **11.0—Project Cancellation**

~~Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.~~

~~Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.~~

## **12.0—Audits**

~~All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.~~





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Community-Based Transit/Circulators Program Guidelines  
and Call for Projects**

**Attachment B**

# Project V - Community-Based Transit/Circulators Scoring Criteria for Eligible Projects

## ATTACHMENT B

A. Measure M2 Eligible	Yes	No
B. In Go Local planning and/or 2011 Transit Study, supports goals of Sustainable Communities Strategy	Yes	No
C. Minimum five-year operations and maintenance plan	Yes	No
D. Total project cost (information only)	\$ (Capital)	

### Financial Commitment/Partnership (15 points maximum)

#### Match Funding (Capital)

≥50%	10 points
40% - 49%	8 points
30% - 39%	6 points
20% - 29%	4 points
11% - 19%	2 points

#### Level of Commitment from Non Applicant

Binding agreement	5 points
Commitment letter	2 points

### Cost-Effectiveness (20 points)

#### Operating Cost per Boarding Opening Year

<\$6.00	10 points
\$6.01 - \$8.99	8 points
\$9.00 - \$11.99	6 points
\$12.00 - \$15.00	4 points

#### Annualized Operating and Capital Cost per Boarding Opening Year

<\$7.00	10 points
\$7.01 - \$10.00	8 points
\$10.01 - \$13.00	6 points
\$13.01 - \$16.00	4 points
\$16.01 - \$20.00	2 points

### Project Readiness (20 points)

#### Estimated Opening Year

By 2017	10 points
By 2018	8 points
By 2019	4 points
By 2020	2 points

#### Phase Readiness

Planning and environmental complete	10 points
Right-of-way acquired or not applicable	5 points
Maintenance facilities available	1 points

### Community Connections (Maximum 10 points )

#### Connectivity/Activity Centers Served by Project

Senior center(s)	2 points
Schools	2 points
Retail centers	2 points
Major employment centers (over 250 persons)	2 point
Medical centers	2 points
Train stations	2 points

### Fixed-Route Bus/Rail Connections (8 points)

#### Number of Fixed-Route Bus/Rail Connections (w/in 1/4 mile)

≥8 connections	8 points
6 - 7 connections	6 points
3 - 4 connections	4 points
1 - 2 connections	2 points

### Transit Usage (10 points)

#### Projected Average Daily Boardings (first year)

>300	10 points
201 - 299	8 points
101 - 200	6 points
50 - 100	4 points

### Local/Regional Benefit (15 points maximum)

#### Planned Employment Densities per Square Mile (within 1/4 mile of route) Opening Year

>10,001	4 points
5,001 - 10,000	2 points
1,001 - 5,000	1 point

#### Planned Population Densities per Square Mile (within 1/4 mile of route) for Opening Year

>7,000	4 points
4,001 - 7,000	2 points
501 - 4,000	1 point

#### Projected Annual Visitors Served by Seasonal Route (4 points)

>500,000	4 points
250,000-100,000	3 points
249,000-100,000	2 points
99,000-50,000	1 points

#### Other Local and Regional Benefits (3 points)

Innovative service delivery model	1 point
Creative solutions to community needs	1 point
Combining local and regional resources	1 point

### Agency Experience (2 points )

#### Currently Operated Community Based Service

Shuttles or trolleys	1 point
Vans or community circulator	1 point



**ORANGE COUNTY TRANSPORTATION AUTHORITY**


**Public Hearing to Amend the Renewed Measure M Local  
Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Staff Report**



**December 14, 2015**

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

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

**Subject:** Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program

### **Overview**

On October 26, 2015, the Board of Directors directed staff to schedule a public hearing for December 14, 2015, to consider an amendment to the transit category of the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan. The amendment addresses funding shortfalls in Project U's Fare Stabilization Program and in Project R's High-Frequency Metrolink Service Program by closing out a completed program, Project T (Gateways to high-speed rail), and allocating the remaining balance to the two programs.

### **Recommendations**

- A. Amend the Measure M2 Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan, by closing out Project T, and allocating the \$219 million forecasted balance in Project T funds to Project U, in the amount of \$69 million, and to Project R, in the amount of \$150 million.
- B. Direct staff to provide written notice of the amendment to local agencies.

### **Background**

On October 12, 2015, the Board of Directors (Board) reviewed findings from the first comprehensive Measure M2 (M2) Ten-Year Review. The review found that M2 Transportation Improvement Plan (Plan) is performing well, with substantial progress in all categories, and continues to have widespread public support for the approved plan. No major changes are necessary to deliver the intent of the Plan; however, to ensure successful delivery of the M2 Plan as a whole, the review identified a need to reallocate funding among three transit programs within the transit category.

To deliver all of the M2 projects and programs as promised to the voters, an amendment to the M2 Ordinance No. 3 and the Plan is needed to balance available funding within the transit category. The proposed amendment would address an estimated \$69 million shortfall in the Fare Stabilization for Seniors and Persons with Disabilities Program (part of Project U) by closing out a completed program (Project T's Gateways to high-speed rail), and allocating the projected remaining balance to Project U and another transit program in financial need, Project R (high-frequency Metrolink Service).

Per the M2 Ordinance, Project T is to be utilized for converting Metrolink station(s) to regional gateways that connect Orange County with high-speed rail systems. In addition to other local and external funding, the Orange County Transportation Authority (OCTA) has contributed Project T funds for the construction of the Anaheim Regional Transportation Intermodal Center (ARTIC), which is complete and operational. Sales tax projections for Project T total \$294 million. After the ARTIC expenditures, the balance is projected to be \$219 million. The completion of ARTIC meets the objective of Project T, which is to provide local improvements necessary to connect to future high-speed rail, and given the defined shortfall in the transit category, it is recommended that the projected remaining funds in Project T be reallocated to address the shortfall in Project U, and to support Project R. This action allows OCTA to fulfill its commitment to the voters with respect to stabilizing senior bus fares and increasing the frequency of Metrolink service.

Project T has a capital investment emphasis, Project U has more of an operational assistance, and Project R has a mix of capital and operations. While the proposed amendment adjusts the relative amount of expenditures among those programs, it does so in the spirit of fulfilling the voter commitment by addressing the needs of two programs using cost savings from a completed program - Project T. This amendment allows OCTA to continue on a path to deliver all promised projects and programs within the overall funding parameters defined in Ordinance No. 3. Without an amendment to the M2 Plan, the only other options would require a change in the promise to the voters or shifting the M2 responsibility to the OCTA Bus Operations Program. This would further burden OCTA's bus program given the Transportation Development Act funding shortfalls.

On October 26, 2015, the Board directed staff to schedule a public hearing for December 14, 2015, to consider an amendment to the M2 Plan that would balance the funding shortfall within the transit category, and to conduct further outreach to ensure OCTA's stakeholders and the general public were aware of the proposed amendment.

***Discussion***

The M2 Ordinance allows for amendments, which are defined in Section 12, and requires a two-thirds vote of the Taxpayer Oversight Committee (TOC), and a two-thirds vote of the OCTA Board, as well as a public hearing and notification process. Staff recommends amending the transit category within the M2 Plan along with the following actions:

- Allocate \$69 million from Project T to Project U to address shortfall
- Allocate \$150 million from Project T to Project R to address future demand and also support sustainability goals by providing an option for commuters using the freeway

The proposed amendment would modify the project costs in *Attachment A of Ordinance No. 3*, on page 23 for Project R, and page 24 for Project T and Project U, as well as page 31 of the Plan (Attachment A). The project costs reflected in the Plan are in 2005 dollars (the year the Plan was developed). In order to keep the numbers consistent, the actual amendment is also shown in 2005 dollars. Additionally, *Attachment B of the M2 Ordinance, Section VI.C.3.c*, would also revise the percentage on page B-16 for the allocation of net revenues to the fare stabilization program from within the Transit category from one percent to 1.46 percent (Attachment B), which reflects the addition of the \$69 million. The table below shows the original project forecast allocations (2005 dollars) and the nominal (2015) forecast allocations.

**Proposed Amendments**

(in millions)

M2 Projects	2015 Current Nominal	Proposed Transfer	2015 Revised Nominal	2005 Baseline	2005 Revised
Project T	\$ 294	\$ (219)	\$ 75 *	\$ 227	\$ 58
Project U	\$ 440	\$ 69	\$ 509	\$ 340	\$ 393
Project R	\$ 1,314	\$ 150	\$ 1,464	\$ 1,014	\$ 1,130
Total	\$ 2,048	\$ -	\$ 2,048	\$ 1,581	\$ 1,581

\*Amount includes \$8 million allowance for economic uncertainties

Included in the recommendations approved by the Board on October 26, 2015, was direction to present the proposed amendment to the TOC and to conduct a public hearing. At the November 10, 2015 TOC meeting, the members present voted unanimously, by an eight – zero vote, to approve the proposed amendment and revise the M2 Plan. The memorandum from the committee is included as Attachment C.

The public hearing to be conducted by the Board regarding the amendments was noticed in accordance with M2 requirements through the Clerk of the Board's office (Attachment D). If the Board approves the amendment on December 14, 2015, it will become effective in 45 days, and a notification letter will be sent to local agencies. The draft notification letter is included as Attachment E.

#### Outreach

In addition to the legally required notification process referenced in the Measure M Ordinance, the Board directed staff to conduct additional outreach to ensure local jurisdictions, OCTA key stakeholders and special interest groups, and the general public are aware of the proposed amendment. Outreach efforts included formal letters to local jurisdictions and stakeholder groups, information and a comment form on the OCTA website, blog posts in OCTA's On the Move, Facebook and Twitter posts, newspaper ads, a press release, presentations, and a public meeting (Attachment F).

A brief discussion regarding the proposed amendment also took place on November 4, 2015 at the Orange County City Managers Association (OCCMA) meeting. This discussion was in addition to a meeting with the OCCMA Executive Committee during the ten-year review. Additional local jurisdiction input was provided by the OCTA Technical Advisory Committee on multiple occasions.

Generally, local jurisdictions, key stakeholders, and the general public are supportive of the reallocation of funds from Project T to Project R and Project U. Overall, the action of reallocating funds from Project T to Project R and Project U is viewed as a way of ensuring that Measure M in its entirety is delivered to voters as promised. As of the writing of this staff report, OCTA has not received any notable comments in opposition to the proposed amendment.

At the direction of the Board, a separate public meeting was promoted and noticed, and took place on November 19, 2015. A presentation was made by staff on the proposed amendment to reallocate transit funds and there was no opposition.

In addition, during these outreach activities, OCTA's public committees, the Citizens Advisory Committee (Attachment G), and the Special Needs Advisory Committee (Attachment H) took an official position of support on the proposed amendment.

### ***Summary***

On October 26, 2015, the Board directed staff to schedule a public hearing for December 14, 2015, to consider an amendment within the transit mode of the M2 Plan. In order to balance the needs and funding of the transit program, an amendment to the Measure M Local Transportation Authority Ordinance No. 3 and the Plan is needed. The amendment process includes review and consideration by the TOC. On November 11, 2015, the proposed amendment was approved unanimously by the Measure M TOC and is now submitted for public input and formal approval.



***Attachments***

- A. Revised Transportation Investment Plan (Pages 23 - 24, 31)
- B. M2 Ordinance No. 3 – Attachment B, Allocation of Net Revenues
- C. Memorandum from Eric Woolery, Chairman, Measure M Taxpayers Oversight Committee and Orange County Auditor-Controller to Jeffrey Lalloway, Chairman, Board of Directors, Orange County Transportation Authority Board of Directors - Dated November 10, 2015 - Proposed Amendment to the Transit Category of the Measure M2 Local Transportation Authority Ordinance No. 3 and the Transportation Investment Plan
- D. November 13, 2015 - Public Hearing Notice
- E. Draft Letter to The Honorable XXX - Dated December 15, 2015 - Notice of Measure M2 Ordinance Amendment
- F. Measure M2 Proposed Amendment Outreach Report
- G. Letter from Leonard Lahtinen, Chairman, OCTA Citizens Advisory Committee to Jeffrey Lalloway, Chairman, Orange County Transportation Authority – dated November 20, 2015
- H. Letter from Mallory Vega, Chair, OCTA Special Needs Advisory Committee to The Honorable Jeffrey Lalloway, Chairman, OCTA Board of Directors – Dated November 18, 2015

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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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**Attachment A**



## Transit Projects

### High Frequency Metrolink Service Transit Extensions to Metrolink

#### Project **R**

##### High Frequency Metrolink Service

###### Description:

This project will increase rail services within the county and provide frequent Metrolink service north of Fullerton to Los Angeles. The project will provide for track improvements, more trains, and other related needs to accommodate the expanded service.

This project is designed to build on the successes of Metrolink and complement service expansion made possible by the current Measure M. The service will include upgraded stations and added parking capacity; safety improvements and quiet zones along the tracks; and frequent shuttle service and other means, to move arriving passengers to nearby destinations.

The project also includes funding for improving grade crossings and constructing over or underpasses at high volume arterial streets that cross the Metrolink tracks.

###### Cost:

The estimated cost of capital and operations is ~~\$1,014.4~~ million.

\$1,129.8

#### Project **S**

##### Transit Extensions to Metrolink

###### Description:

Frequent service in the Metrolink corridor provides a high capacity transit system linking communities within the central core of Orange County. This project will establish a competitive program for local jurisdictions to broaden the reach of the rail system to other activity centers and communities. Proposals for extensions must be developed and supported by local jurisdictions and will be evaluated against well-defined and well-known criteria as follows:

- Traffic congestion relief
- Project readiness, with priority given to projects that can be implemented within the first five years of the Plan
- Local funding commitments and the availability of right-of-way
- Proven ability to attract other financial partners, both public and private
- Cost-effectiveness
- Proximity to jobs and population centers
- Regional as well as local benefits
- Ease and simplicity of connections
- Compatible, approved land uses
- Safe and modern technology
- A sound, long-term operating plan

This project shall not be used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor. The emphasis shall be on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately adjacent to the Metrolink corridor. It is intended that multiple transit projects be funded through





## Transit Projects

### Metrolink Gateways

#### Expand Mobility Choices for Seniors and Persons with Disabilities

a competitive process and no single project may be awarded all of the funds under this program.

These connections may include a variety of transit technologies such as conventional bus, bus rapid transit or high capacity rail transit systems as long as they can be fully integrated and provide seamless transition for the users.

##### Cost:

The estimated cost to implement this program over thirty years is \$1,000.0 million.

### Project T

#### Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems

##### Description:

This program will provide the local improvements that are necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route.

The State of California is currently planning a high-speed rail system linking northern and southern California. One line is planned to terminate in Orange County. In addition, several magnetic levitation (MAGLEV) systems that would connect Orange County to Los Angeles and San Bernardino Counties, including a link from Anaheim to Ontario airport, are also being planned or proposed by other agencies.

##### Cost:

The estimated Measure M share of the cost for these regional centers and connections is ~~\$226.6~~ million.

\$57.9



### Project U

#### Expand Mobility Choices for Seniors and Persons with Disabilities

##### Description:

This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:

- One percent of net revenues will stabilize fares and provide fare discounts for bus services, specialized ACCESS services and future rail services
- One percent of net revenues will be available to continue and expand local community van service for seniors through the existing Senior Mobility Program
- One percent will supplement existing countywide senior non-emergency medical transportation services

Over the next 30 years, the population age 65 and over is projected to increase by 93 percent. Demand for transit and specialized transportation services for seniors and persons with disabilities is expected to increase proportionately.

##### Cost:

The estimated cost to provide these programs over 30 years is ~~\$339.8~~ million.

\$392.8



## Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
<b>Freeway Projects (in millions)</b>				<b>\$4,871.1</b>
I-5	Santa Ana Freeway Interchange Improvements	A	\$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	908.7*	
I-405	San Diego Freeway Improvements	K L	1,392.5*	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
<b>Streets &amp; Roads Projects (in millions)</b>				<b>\$3,625.0</b>
	Regional Capacity Program	O	\$1,132.8	
	Regional Traffic Signal Synchronization Program	P	453.1	
	Local Fair Share Program	Q	2,039.1	
<b>Transit Projects (in millions)</b>				<b>\$2,832.0</b>
	High Frequency Metrolink Service	R	<del>\$1,014.1</del>	<u>\$1,129.8*</u>
	Transit Extensions to Metrolink	S	1,000.0	
	Metrolink Gateways	T	<del>226.6</del>	<u>\$57.9*</u>
	Expand Mobility Choices for Seniors and Persons with Disabilities	U	<del>339.8</del>	<u>\$392.8*</u>
	Community Based Transit/Circulators	V	226.5	
	Safe Transit Stops	W	25.0	
<b>Environmental Cleanup (in millions)</b>				<b>\$237.2</b>
	Clean Up Highway and Street Runoff that Pollutes Beaches	X	\$237.2	
<b>Taxpayer Safeguards and Audits (in millions)</b>				<b>\$296.6</b>
	Collect Sales Taxes (State charges required by law)		\$178.0	
	Oversight and Annual Audits		118.6	
<b>Total (2005 dollars in millions)</b>				<b>\$11,861.9</b>

\*Asterisk notes project estimates that have been amended since 2006.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Public Hearing to Amend the Renewed Measure M Local  
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**Attachment B**

**M2 ORDINANCE NO. 3 - ATTACHMENT B, ALLOCATION OF NET REVENUES**

2. A senior is a person age sixty years or older.

3. Allocations.

a. One percent (1%) of the Net Revenues shall be allocated to the County to augment existing senior non-emergency medical transportation services funded with Tobacco Settlement funds as of the effective date of the Ordinance. The County shall continue to fund these services in an annual amount equal to the same percentage of the total annual Tobacco Settlement funds received by the County. The Net Revenues shall be annually allocated to the County in an amount no less than the Tobacco Settlement funds annually expended by the County for these services and no greater than one percent of net revenues plus any accrued interest.

b. ~~One percent (1%)~~ One and forty-seven hundredths percent (1.47%) of the Net Revenues shall be allocated to continue and expand the existing Senior Mobility Program provided by the Authority. The allocations shall be determined pursuant to criteria and requirements for the Senior Mobility Program adopted by the Authority.

c. One percent (1%) of the Net Revenues shall be allocated to partially fund bus and ACCESS fares for seniors and persons with disabilities in an amount equal to the percentage of partial funding of fares for seniors and persons with disabilities as of the effective date of the Ordinance, and to partially fund train and other transit service fares for seniors and persons with disabilities in amounts as determined by the Authority.

d. In the event any Net Revenues to be allocated for seniors and persons with disabilities pursuant to the requirements of subsections a, b and c above remain after the requirements are satisfied then the remaining Net Revenues shall be allocated for other transit programs or projects for seniors and persons with disabilities as determined by the Authority.

D. Community Based Transit/Circulators.

1. The Authority may provide technical assistance, transportation



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Attachment C**





## **Measure M Taxpayer Oversight Committee**

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November 10, 2015

To: Jeffrey Lalloway, Chairman  
Board of Directors  
Orange County Transportation Authority

From: Eric Woolery, Chairman  
Measure M Taxpayer Oversight Committee and  
Orange County Auditor-Controller

Subject: Proposed Amendment to the Transit Category of the Measure M2 Local  
Transportation Authority Ordinance No. 3 and the Transportation Investment  
Plan

On November 10, 2015, The Taxpayer Oversight Committee (TOC) was presented with a proposal to amend the Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan (Plan) which closes out Project T, and allocates the remaining balance of \$219 million in Project T funds to Project U in the amount of \$69 million, and to Project R in the amount of \$150 million.

The amendment is being proposed to the Transit Category of the of the Plan in order to close out Project T (Metrolink Gateways) which is complete, and reallocate the remaining balance to backfill the projected shortfall in Project U (Fare Stabilization for Seniors and Persons with Disabilities), and Project R, (High-Frequency Metrolink Service).

After careful review and deliberation, the members of the TOC present at the meeting voted unanimously, by an 8 – 0 vote, to approve the proposed amendment to close out Project T and allocate the remaining balance of \$219 million in Project T funds to Project U in the amount of \$69 million, and to Project R in the amount of \$150 million. This will allow the Orange County Transportation Authority to fulfill its commitment to the voters to deliver all projects and programs within the Plan.

EW:ar

c: Darrell Johnson, OCTA  
Ken Phipps, OCTA  
Kia Mortazavi, OCTA  
Tamara Warren, OCTA  
Andy Oftelie, OCTA  
Alice Rogan, OCTA



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Public Hearing to Amend the Renewed Measure M Local  
Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Attachment D**



**BOARD OF DIRECTORS**

*Jeffrey Lalloway*  
Chairman

*Lori Donchak*  
Vice Chair

*Lisa A. Bartlett*  
Director

*Andrew Do*  
Director

*Michael Hennessey*  
Director

*Steve Jones*  
Director

*Jim Katapodis*  
Director

*Gary A. Miller*  
Director

*Al Murray*  
Director

*Shawn Nelson*  
Director

*Miguel Pulido*  
Director

*Tim Shaw*  
Director

*Todd Spitzer*  
Director

*Michelle Steel*  
Director

*Tom Tait*  
Director

*Frank Ury*  
Director

*Gregory T. Winterbottom*  
Director

*Ryan Chamberlain*  
Ex-Officio Member

**CHIEF EXECUTIVE OFFICE**

*Darrell Johnson*  
Chief Executive Officer

November 13, 2015

**Public Hearing Notice**

Dear Public Officials, Orange County City Managers, Colleges, and Universities:

The Orange County Transportation Authority Board of Directors will conduct a Public Hearing concerning an Amendment of the Orange County Local Transportation Authority Ordinance No. 3 Transit Category High Frequency Metrolink Service (Project R) Gateways to High-Speed Rail (Project T) Fare Stabilization for Seniors and Persons with Disabilities (Project U), as follows:

**Monday, December 14, 2015, at 9:00 a.m.**  
**Orange County Transportation Authority Headquarters**  
**600 South Main Street, Board Room – First Floor**  
**Orange, California 92863**

All persons having an interest in these matters are invited to attend the public hearing to address the Board of Directors with verbal or written comments/recommendations. If you wish to file a written comment, submit to:

Orange County Transportation Authority  
Clerk of the Board  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

**or**

[boardofdirectors@octa.net](mailto:boardofdirectors@octa.net)

Please contact the Clerk of the Board with any questions regarding this hearing or request for special accommodations at [boardofdirectors@octa.net](mailto:boardofdirectors@octa.net) or 714.560.5676.

Sincerely,

Lauren Weinert  
Clerk of the Board



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Public Hearing to Amend the Renewed Measure M Local  
Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Attachment E**

**DRAFT**

December 15, 2015

The Honorable XXX  
Mayor, City of XXX  
Address  
City, State ZIP

**RE: Notice of Measure M2 Ordinance Amendment**

Dear Mayor XXX:

On December 14, 2015, the Orange County Transportation Authority (OCTA) Board of Directors (Board) held a public hearing and approved an amendment to the Renewed Measure M Local Transportation Authority Ordinance No. 3 (also called Measure M2 {M2}). The amendment ensures the programs promised to the public in Measure M are kept by addressing two programs that currently have funding gaps: Project U's Fare Stabilization Program for seniors and persons with disabilities, and Project R's High-Frequency Metrolink Service Program.

The amendment closes out a completed project - Project T (Gateway(s) to high-speed rail) and allocates its remaining balance of \$219 million (in escalated dollars) to Project U, in the amount of \$69 million to cover the funding shortfall, and to Project R, in the amount of \$150 million to supplement ongoing Metrolink service expansion. This amendment allows OCTA to move forward towards fulfilling voter commitment and delivering the M2 Program as a whole.

In accordance with the M2 Ordinance, the amendment was approved by the Measure M Taxpayers Oversight Committee prior to the public hearing. In addition, a public meeting was also held prior to the public hearing, on November 19. With the public hearing and amendment process complete, the Board approved the amendment on December 14, 2015. The amendment will take effect on January 28, 2016.

A copy of the revised pages from the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan as a result of the amendment is enclosed for your reference.

Mayor XXX  
December 15, 2015  
Page 2

Measure M has been a critical element of Orange County's efforts to fund a broad range of needed transportation projects. Through our partnerships with the cities, the County of Orange, the California Department of Transportation, and other agencies, OCTA has been successful in keeping our commitments made to the voters. Your continued support and active involvement in the delivery of the Measure M Program is appreciated.

Should your agency have any comments or questions on this amendment, please contact Tami Warren, Measure M Program Manager, Program Management Office, (714) 560-5590.

Sincerely,

Jeffrey Lalloway  
OCTA Chairman

JL:tw  
Attachments

c: Board of Directors  
Members, Orange County City Councils  
Orange County City Managers  
Ryan Chamberlain, Caltrans District 12 Director  
Members, Measure M Taxpayers Oversight Committee



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Public Hearing to Amend the Renewed Measure M Local  
Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Attachment F**

## **Measure M2 Proposed Amendment Outreach Report**

### **Executive Summary**

OCTA conducted outreach activities beyond the legally required notification process referenced in the Measure M Ordinance. The Board directed staff to conduct this additional outreach to ensure local jurisdictions, OCTA key stakeholders and special interest groups, and the general public are aware of the proposed amendment. Outreach efforts included formal letters to local jurisdictions and stakeholder groups, information and a comment form on the OCTA website, blog posts in OCTA's On the Move, Facebook and Twitter posts, newspaper ads, a press release, presentations, and a community meeting (Attachment F).

A brief discussion regarding the proposed amendment also took place on November 4, 2019, at the Orange County City Managers Association meeting. This discussion was in addition to a meeting with the OCCMA Executive Committee during the ten-year review. Additional local jurisdiction input was provided by the OCTA Technical Advisory Committee on multiple occasions.

Generally, local jurisdictions, key stakeholders and the general public are supportive of the reallocation of funds from Project T to Project R and Project U. Overall, the action of reallocating funds from Project T to Project R and Project U is viewed as a way of ensuring that Measure M in its entirety is delivered to voters as promised. At the community meeting which took place on November 19, there was no opposition to the reallocation of transit funds being proposed.

In addition, during these outreach activities, OCTA's public committees, the Citizens Advisory Committee, and the Special Needs Advisory Committee took an official position of support on the proposed amendment (Attachment G).

### **Outreach Activities**

#### **Letter to Local Jurisdictions and Stakeholder/Special Interest Groups**

Letters were sent to all Orange County city mayors (with a copy to all councilmembers and city managers), the Chair of the Board of Supervisors, and 19 stakeholder and special interest groups. The letters provided background on the proposed amendment, notification of the community meeting (November 19) and public hearing (December 19), and contact information to ask questions and provide comments. All groups were encourage to distribute the information to their members.



<b>Stakeholder and Special Interest Groups</b>		
American Society of Civil Engineers Orange County Branch	OCTA Diverse Community Advisory Board	South Orange County Economic Coalition
Association of California Cities – Orange County	OCTax	Southern California Association of Governments
Building Industry Association – Orange County Chapter	Orange County Association of REALTORS	University of California, Irvine
California State University, Fullerton	Orange County Business Council	Visit Anaheim
Chapman University	Orange County City Managers Association	Women's Transportation Seminar, Orange County
League of California Cities, Orange County	Orange County Council of Governments	
North Orange County Legislative Alliance	Senior Citizens Advisory Council	

### Website

Information about the proposed amendment, its purpose and the community meeting and public hearing date were prominently displayed on the Measure M website, with a featured link to the Measure M website on the OCTA homepage. The website also provided the general public an opportunity to submit their comments about the proposed amendment.

### OCTA Blog

Information about the proposed amendment and the meetings were included in three issues of OCTA's blog, *On the Move*, on November 3rd and 19th, and December 7th. The articles directed people to the Measure M website for more detailed information.

### OCTA Social Media

Information about the proposed amendment and the meetings were distributed through OCTA's Facebook and Twitter pages. Facebook posts and tweets directed people to the website on November 11th and 18th, and December 7th and 13th.

### Newspaper Ads

An official community meeting notice was published in the *OC Register*, *LA Times* and *Unidos* on November 6th. The official notice for the public hearing was published in the *OC Register*, *LA Times* and *Unidos* on November 13th. In-print newspaper ads were published in the *OC Register*, *Unidos* and *Nguoi Viet* on November 12th. Digital ads for both computer and mobile platforms were run on the *OC Register* website from November 12th to November 26th.

### Presentations

The proposed amendment was presented to OCTA's Citizens Advisory Committee (CAC) on October 20th, OCTA's Special Needs Advisory Committee (SNAC) on October 27th, OCTA's Technical Advisory Committee on October 28th, and the Orange County City Managers Association on November 4th.

### Media Relations

A press release was issued on November 13th to 125 recipients representing media from print, radio, television, Spanish, Asian and business-and-trade publications. The press release helped notify the general public about the proposed amendment and encourage individuals to attend the community meeting, public hearing, or comment online.

### Community Meeting

A community meeting took place on November 19th to inform stakeholders and the general public of the proposed amendment and address any questions they may have. There was no opposition to the reallocation of transit funds being proposed.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Public Hearing to Amend the Renewed Measure M Local  
Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Attachment G**



*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

November 20, 2015

Jeffrey Lalloway  
Chairman, Orange County Transportation Authority  
600 S. Main St.  
Orange, CA 92868

Dear Chairman Lalloway:

The Orange County Transportation Authority (OCTA) Citizens Advisory Committee (CAC) discussed the results of the Measure M2 Ten-Year Comprehensive Program Review and proposed amendment to reallocate funds within the Transit Category of the Measure M2 Transportation Investment Plan (Plan).

It is good to know the public still supports the Plan as a whole. However, the projected reductions in sales tax collection due to the recession has created a funding shortfall in Project U and a need in Project R, which needs to be addressed. With a growing county and senior population, it is necessary to ensure the ability to provide more frequent Metrolink service through Project R and fare stabilization for senior and disabled persons through Project U.

Since Anaheim is the southern terminus in Orange County for the planned high-speed rail system and the Anaheim Regional Transportation Intermodal Center has been built, completing Project T, it is reasonable to reallocate funds to ensure the delivery of all the programs within Measure M. Therefore, the CAC supports the proposed reallocation of funds from Project T, to Project U and Project R. The CAC took a position of support on the proposed amendment at our October 20, 2015, meeting.

Sincerely,

Leonard Lahtinen  
Chairman, OCTA Citizens Advisory Committee

c: Alice Rogan, OCTA



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Public Hearing to Amend the Renewed Measure M Local  
Transportation Authority Ordinance No. 3 and  
Transportation Investment Plan for the Transit Program**

**Attachment H**



**AFFILIATED AGENCIES**

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

November 18, 2015

The Honorable Jeffrey Lalloway  
Chairman, OCTA Board of Directors  
600 S. Main St.  
Orange, CA 92868

Dear Chairman Lalloway:

The Orange County Transportation Authority (OCTA) Special Needs Advisory Committee (SNAC) was briefed by your staff about the results of the Measure M2 Ten-Year Comprehensive Program Review and proposed amendment to reallocate funds within the Transit Category of the Measure M2 Investment Plan.

We were advised that, given the projected reductions in sales tax due to the impact of the recession, Project U is anticipated to incur a funding shortfall. With substantial growth anticipated for the senior population during the period of M2, it is critical that adequate funding for Project U funding is secured. Current estimates are that the population of seniors age 60 and above could grow by 60 percent (from approximately 580k to 945k) by the end of the M2 Program. During this past year alone, the fare stabilization program supported well over 13 million senior and persons with disabilities boardings.

The proposed amendment to reallocate funds from Project T is necessary to guarantee the stabilization of senior and disabled fares through Project U, and provide capital and operating needs to deliver more frequent Metrolink service as planned in Project R. Ultimately, this amendment will help to ensure that Measure M in its entirety is delivered to voters as promised.

Therefore, the SNAC supports the proposed reallocation of funds from Project T, which was completed through the building of the Anaheim Regional Transportation Intermodal Center, to Project U and Project R. The SNAC unanimously took a position of support on the proposed amendment to reallocate transit funds at our October 27, 2015, meeting

Sincerely,

Mallory Vega  
Chair, OCTA Special Needs Advisory Committee

c: Marlon Perry, OCTA



COMMITTEE TRANSMITTAL

**December 14, 2015**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert, Clerk of the Board  
**Subject:** Rail Programs and Facilities Engineering Quarterly Report

Transit Committee Meeting of December 10, 2015

**Present:** Directors Do, Jones, Katapodis, Murray, Pulido, Shaw, Tait, and Winterbottom  
**Absent:** Director Murray

***Committee Vote***

This item was passed by the Members present.

Director Pulido was not present to vote on this item.

***Committee Recommendation***

Receive and file as an information item.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Rail Programs and Facilities Engineering Quarterly Report**

### **Staff Report**





**December 10, 2015**

**To:** Transit Committee

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

**Subject:** Rail Programs and Facilities Engineering Quarterly Report

### **Overview**

The Rail Programs and Facilities Engineering Department is responsible for the Orange County Transportation Authority's rail project development, rail capital programs, rail operations, and transit facilities engineering projects. This report provides an update on rail and facilities engineering programs through the fourth quarter (April, May, and June) of fiscal year 2014-15.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Rail Programs and Facilities Engineering Department (Department) is responsible for implementing the Orange County Transportation Authority's (OCTA) railroad capital projects, including station parking enhancements and expansions, new station developments, expanded rail services, transit extensions to Metrolink (fixed-guideways/streetcar), OC Streetcar, and transit facilities engineering. Additionally, the Department is responsible for improved and expanded operations of Orange County's rail system by providing rail service that supports and matches the growth and development patterns of Orange County and the region.

### **Discussion**

This report provides an update on the Department's programs and the projects therein. The Department consists of four basic functional units: Rail Capital, Transit Extensions to Metrolink, Rail Operations, and Transit Facilities Engineering.

### Rail Capital

Rail Capital projects include a wide range of projects necessary to sustain existing Metrolink service and support future increased service. This includes new station development, station parking expansions and enhancements, grade separations and grade crossing enhancements, and various other track and infrastructure projects. The Department defines the scope, schedule, and budget of each project based on the program needs, and implements the projects.

#### Station Improvements

Design efforts for the pedestrian underpass at the Laguna Niguel/Mission Viejo Metrolink Station have been completed. The Americans with Disabilities Act (ADA)-compliant access ramps will utilize the existing pedestrian underpass. The ADA access ramps will replace the existing elevators, which are frequently out of service, requiring bus service to transport passengers from one side of the station to the other. The existing elevator rooms will be converted to a restroom and vending machine room. Additional benches and shade structures will also be added to the platforms.

Upon completion of the design and receiving approvals from the stakeholders, OCTA issued an invitation for bids on July 28, 2015, to construct the improvements. On August 27, 2015, OCTA awarded the construction to the lowest responsive and responsible bidder, Woodcliff Corporation (Woodcliff). Pending the execution of the construction agreement with Woodcliff, construction is anticipated to begin in December 2015.

The parking expansion project at the Orange Metrolink Station, led by the City of Orange, represents a longstanding effort between the City of Orange and OCTA to increase the parking capacity at the station for existing and anticipated future growth in ridership. The project received approval from the State Historical Preservation Office in early November 2015, and a complete environmental clearance is expected January 2016. Final plans, specifications, and estimates are being developed and are anticipated to be ready for bid in early 2016, with completion of the project anticipated in May 2017. OCTA staff continues to work closely with the City of Orange, providing assistance as appropriate, to ensure the project progresses.

The proposed new Placentia Metrolink Station will be located on BNSF Railway (BNSF) and City of Placentia-owned right-of-way (ROW). The station will include platforms, parking, and passenger amenities. OCTA is the lead for design and construction of the project that is 95 percent complete. However, finalization of the design is on hold pending the outcome of the City of Placentia's negotiations with private developers for a possible transit-oriented development on city-owned property where a surface parking lot serving the station was planned to

be constructed. A new cooperative agreement with the City of Placentia for construction of the station will need to be presented to the Board of Directors (Board) for approval once the City of Placentia has signed an agreement with the developer. An agreement with BNSF for the construction of the project will also need to be in place before a request for proposals (RFP) for construction can be released. The finalization of design and the release of the RFP is pending both city efforts and negotiations with BNSF.

The Anaheim Canyon Metrolink Station Improvement project includes the addition of a second station track, platform, the extension of the existing platform, and associated passenger amenities, including ticket vending machines, benches, canopies, and signage. OCTA will be the lead agency on all phases of project development and construction, including environmental. A project definition report was approved by the City of Anaheim and OCTA in February 2015. OCTA has contracted with STV, Inc., for preliminary engineering and environmental clearance. This phase of the project will be completed in the fourth quarter of FY 2016-17.

The City of Fullerton is the lead agency on a project at the Fullerton Transportation Center (FTC), which will add an elevator tower to each side of the existing railroad pedestrian bridge. The City of Fullerton opened construction bids on November 4, 2014. The lowest responsible bidder was \$488,000 over the engineer's estimate. A programming action was taken to the Board in March 2015 to program an additional \$500,000 to the project. The project subsequently experienced delays in issuing the notice to proceed (NTP) due to access issues related to BNSF coordination and insurance requirements. The City of Fullerton was set to issue the NTP, but was faced with the BNSF-required moratorium of work on the rail line during the last quarter of calendar year 2015. The NTP is postponed until early 2016, and railroad impacts will need to be coordinated with other grade separation projects under construction along the BNSF rail line.

OCTA is the lead on design and installation of a lighting project at the San Clemente Pier Metrolink Station. The project will add lighting to the existing platforms, which currently have no lighting. The plans submitted to the City of San Clemente were reviewed and approved in July 2015, and a preferred option was chosen. The project experienced a delay during the City of San Clemente's evaluation of the continued operation of the station. Following the evaluation and a determination to keep the station open, the design effort resumed. The City of San Clemente will process the plans for all required approvals and permits. Installation is anticipated in summer 2016.

The Federal Transit Administration (FTA) awarded OCTA with a grant of \$2.23 million for Orange County station rehabilitation projects, based on a prior capital improvement program (CIP) study completed in 2012. The funds will go towards a new staircase for the FTC pedestrian overpass, new and improved

lighting for the San Clemente Pier Metrolink Station, as well as seating and shade structures spread throughout the Orange County stations. The addition of seating and shade structures at stations was also identified in the CIP study. The report evaluated station conditions and prioritized potential enhancements as stations age and the level of passenger rail service increases.

#### Los Angeles – San Diego – San Luis Obispo (LOSSAN) Grade Separations

There are currently eight grade separation projects along the LOSSAN rail corridor that have completed project study reports and are not currently advancing due to availability of funds.

On May 23, 2014, the Board approved the selection of a consultant to prepare the project report and environmental document (PR/ED) for the 17<sup>th</sup> Street grade separation. The contract was executed on October 10, 2014, and the consultant was given the NTP the same day. During this reporting period, engineering development activities continued, including completing the value analysis study, draft value analysis report, street and track geometries, construction phasing concepts, ROW needs, utility relocation concepts, and pump station design. Environmental documentation activities continued, including completion and approval of the traffic operational analysis, initial site assessment, and aerial deposited lead reports by the California Department of Transportation (Caltrans). Other studies have also been initiated, including relocation impacts, noise, visual, community impact, historical property survey, archaeological, and paleontological reports. The completion and approval of these studies by Caltrans will assist in the federal determination of the project environmental action. The City of Santa Ana, upon review of these studies, will provide the state determination of the project environmental action. The PR/ED phase is anticipated to be completed in spring 2016.

The PR/ED phase of the Santa Ana Boulevard grade separation project was completed on December 2, 2014. Funding for final design, ROW acquisition, and construction has not been identified, and the project is currently on hold, pending additional funding.

The Sand Canyon grade separation project in the City of Irvine is finished with construction and all improvements are open to the public. This will represent the last regular update as part of the quarterly report.

#### Rail Corridor Improvements

Rail corridor improvements consist of capital and rehabilitation projects that improve the safety, operations, or reliability of the rail infrastructure. OCTA owns over 45 miles of operating railroad.

On March 31, 2014, Metrolink, on behalf of OCTA, completed construction of the San Clemente Beach Trail Audible Warning System (AWS) project. The project provides additional safety improvements and AWS devices at seven pedestrian grade crossings along the San Clemente beach trail. Regulations do not currently allow AWS to replace the railroad's routine use of train horns. OCTA, the City of San Clemente, along with state and federal regulatory agencies have cooperatively developed a waiver to allow for the use of the AWS in lieu of the routine sounding of the train horns to mitigate train noise in this area. The waiver request was submitted to the Federal Railroad Administration (FRA) in August 2014, and was subsequently approved with conditions of additional fencing in April 2015. The City of San Clemente received a Coastal Commission permit for the project on November 3, 2015. OCTA continues to support the City of San Clemente in these efforts, and will be the lead agency to install the required fencing once all approvals and permits are received. The implementation of the AWS is expected in the first quarter of calendar year 2016.

The Laguna Niguel to San Juan Capistrano passing siding project will add approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track. The project will enhance operational efficiency of passenger services within the LOSSAN rail corridor. On August 25, 2014, the Board approved the selection of a consultant to prepare the plans, specifications, and estimates, and to negotiate and execute a cooperative agreement with the Southern California Regional Rail Authority (SCRRA) to provide engineering and engineering review services for this project. The consultant was given the NTP on March 25, 2015. Initial project field activities have begun, including survey, geotechnical, hazardous waste, and biological investigations. Initial efforts to obtain a right-of-entry permit from SCRRA and to secure railroad protection to allow engineering activities to begin on the railroad took longer than anticipated. The biological survey included in the initial efforts is necessary to determine the presence of sensitive species and to obtain the environmental permit. Access was not obtained until August 2015, and the majority of the bird nesting season was missed. Staff is currently working with the designer to reduce the overall impact to the schedule, which is anticipated to be approximately six months.

Staff continues to work with the cities within the LOSSAN rail corridor to fine tune and address any concerns with the at-grade crossings that were improved through the Rail-Highway Grade Crossing Safety Enhancement (OCX) Program. The Del Obispo grade crossing in the City of San Juan Capistrano is in close proximity to the San Juan Capistrano Metrolink Station and is impacted when trains move into and through the station. OCTA is working with the City of San Juan Capistrano to refine the traffic and railroad signal operations to limit the duration of time that the crossing gate arms are in the down position while a train is stopped at the station, and also explore long-term solutions. In October 2015, OCTA entered into an agreement with the City of San Juan Capistrano to fund a second left turn lane

from Del Obispo onto Camino Capistrano using the same cost-sharing of 88 percent OCTA and 12 percent City of San Juan Capistrano that has been used for the OCX Program. The total cost of the improvement requested by the City of San Juan Capistrano is estimated to be \$32,000. The City of San Juan Capistrano staff anticipates that this improvement will help alleviate the traffic congestion at the Del Obispo grade crossing and improve the operations.

The railroad ROW Slope Stabilization project includes eight locations within the OCTA-owned LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability. On May 22, 2015, a consultant was selected by the Board to provide design services, environmental, and construction support for the slope stabilization project.

Metrolink continues the implementation of positive train control (PTC) throughout the system. Formal functional testing of PTC on the Orange and Olive subdivisions began on April 14, 2015, and official Revenue Service Demonstration (RSD) was achieved on the lines on May 26, 2015. To date, three of the five subdivisions are operating in RSD. Metrolink is currently finalizing the draft PTC Safety Plan, which is expected to be submitted to the FRA in 2016. If the FRA review process can be completed in six months, Metrolink could achieve PTC System Certification by December 31, 2015.

#### Transit Extensions to Metrolink

The Transit Extensions to Metrolink Program is intended to broaden the reach of Orange County's backbone rail system to key employment, population, and activity centers. There are currently two fixed-guideway projects advancing through this program: the City of Anaheim's Anaheim Rapid Connection (ARC) project, serving the Anaheim Regional Transportation Intermodal Center through the Platinum Triangle, Anaheim Resort, and the Anaheim Convention Center, and the OC Streetcar project, which will serve the Santa Ana Regional Transportation Center through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove.

#### OC Streetcar Project

On April 14, 2015, OCTA hosted a project update and alignment tour meeting with staff from the FTA Headquarters and the local Region 9 office. During this meeting, the FTA expressed strong support for the project. On May 5, 2015, the FTA formally approved the project to move into the project development phase of the federal New Starts program. Consistent with guidance provided by the FTA, OCTA developed the materials necessary to request an evaluation and rating under the New Starts program, as well as the project application for Entry into Engineering. The project team also conducted a cost risk assessment and value engineering workshop, and a maintenance and storage facility planning and

programming workshop. These sessions were both intended to inform the development of a more refined project scope, cost estimate, and schedule. Additionally, OCTA conducted procurement activities for a design consultant for the project. The NTP is anticipated for January 2016. Final design work and streetcar vehicle procurement activities will continue through 2016. Procurement of a construction manager is anticipated to begin in late 2016. Beginning in 2016, staff will present a separate quarterly report for the OC Streetcar project.

### **ARC Project**

Preparation of environmental documentation for the ARC project is ongoing. As part of the effort, the City of Anaheim is continuing to evaluate alternative alignments to address concerns regarding project costs and ROW needs. The City of Anaheim anticipates the draft environmental documents will be available for public review in spring 2016, followed by public hearings and city council and OCTA consideration of the project.

### **Rail Operations**

As one of five member agencies that comprise Metrolink, OCTA participates in the design and operation of Metrolink service in Orange County. Rail Operations staff serve as the liaison with Metrolink and are involved in route and service planning, funding, and implementation. In addition to coordination of daily Metrolink operations, the team coordinates the StationLink service, special trains, promotional activities, and outreach. The Rail Operations staff is also responsible for representing OCTA's interests in the LOSSAN Joint Powers Authority, including the ongoing coordination and service integration efforts on the LOSSAN rail corridor.

In June 2015, administrative responsibility of the state-funded Pacific Surfliner intercity rail service was transferred from Caltrans to the locally governed LOSSAN Rail Corridor Agency (Agency) through an interagency transfer agreement (ITA). The goal of the governance change is to transform the existing Pacific Surfliner intercity rail service into a service under local control that is more responsive to local needs, issues, and consumer desires. The ITA covers an initial three-year term, but may be extended by mutual agreement.

OCTA provides all necessary administrative support services to the LOSSAN Agency, including housing a managing director and a small staff of dedicated employees. OCTA also utilizes shared positions to provide support in a number of key areas, including human resources, finance/accounting, legal, contracts, risk management, audits, public information, and the clerk of the Board.

The total FY 2014-15 fourth quarter ridership (weekday and weekend) for the three Metrolink lines serving Orange County, including Rail 2 Rail passengers,

has increased by 8.7 percent compared to the same quarter last year, and increased by 10.3 percent from the previous quarter.

Fourth quarter on-time performance for the three lines serving Orange County averaged 91.6 percent, compared to the systemwide average of 91.2 percent.

Systemwide Metrolink revenue for the fourth quarter of fiscal year (FY) 2014-15 has shown an increase of 1.4 percent, compared to (the same period) FY 2013-14. In comparison to the previous quarter, there was an increase of 3.5 percent. The Orange County Line experienced an increase of 2 percent, the Inland Empire/Orange County Line had a decrease of 2.9 percent, and the 91 Line had a 6.8 percent increase in revenue compared to the same period last year. These are summarized in the table below. A comprehensive report on revenue and ridership will be provided at the end of FY 2015-16.

<u>Fourth Quarter – Orange County</u>	<u>Ridership</u>	<u>Revenue</u>	<u>On-Time Performance</u>
FY 2013-14	1,121,522	\$ 8,394,000	92.8 percent
FY 2014-15	1,219,565	\$ 8,510,885	91.6 percent
FY 2013-14 vs FY 2014-15	8.7 percent	1.4 percent	-1.3 percent

OCTA and Metrolink operated special train service to 49 Los Angeles Angels of Anaheim baseball weekday home games, with a combination of Orange County and Inland Empire – Orange County Line service. Boardings on the Angels Express exceeded 53,000 in the 2015 season, an increase of over 20 percent compared to the prior year.

#### Transit Facilities Engineering

Transit Facilities Engineering is responsible for the development and implementation of capital rehabilitation, facility notifications, and new capital projects for all OCTA transit facilities, including the five bus bases and seven park-and-ride lots. Design is underway on three projects this period, including the vehicle inspection station equipment canopy at the Garden Grove Bus Base, bus wash run-off mitigation at all bus bases, and pavement repairs at the Garden Grove Bus Base and Fullerton Park and Ride. There are three projects in the construction bid phase this period, fall protection at skylights and maintenance pits at all bus bases; facility modifications at the Irvine Construction Circle Bus Base; and maintenance building heating, ventilation, and evaporative cooling replacement at the Irvine Construction Circle Bus Base. Four projects are currently under construction,



including removal of underground storage tanks at the Irvine Sand Canyon, Garden Grove, and Anaheim bus bases; the additional parking lot at Golden West Transportation Center. Construction started this period on the heating, ventilation, and air conditioning replacement at the Garden Grove Bus Base operations building; and the trellis beam repair at the Newport Transportation Center was completed this period.

***Summary***

The Department is responsible for OCTA's rail project development, rail capital improvement programs, rail operations, and transit facilities engineering projects. For the period covering the fourth quarter of FY 2014-15, projects generally progressed consistent with scope and schedule.

***Attachment***

- A. Project Status Report, Metrolink Ridership

**Prepared by:**

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Director, Rail Programs and Facilities  
Engineering  
(714) 560-5462

**Approved by:**

Jim Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Rail Programs and Facilities Engineering Quarterly Report**

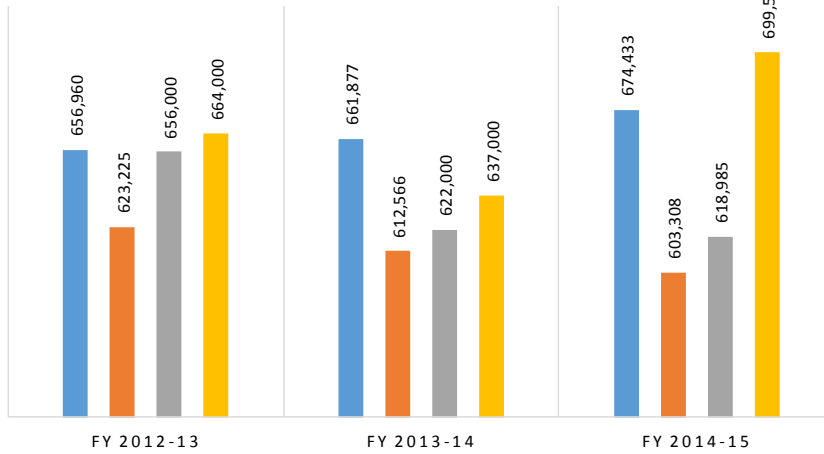
### **Attachment A**

# PROJECT STATUS REPORT

## METROLINK RIDERSHIP

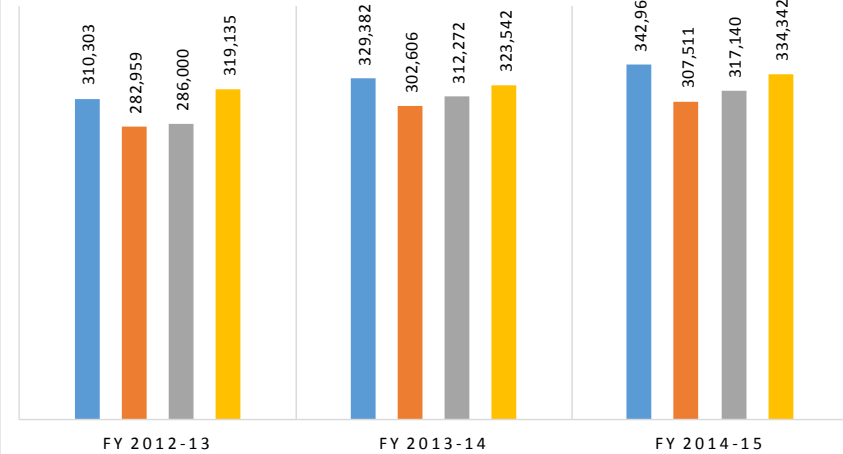
### ORANGE COUNTY LINE

Jul-Aug-Sept   Oct-Nov-Dec   Jan-Feb-Mar   Apr-May-Jun



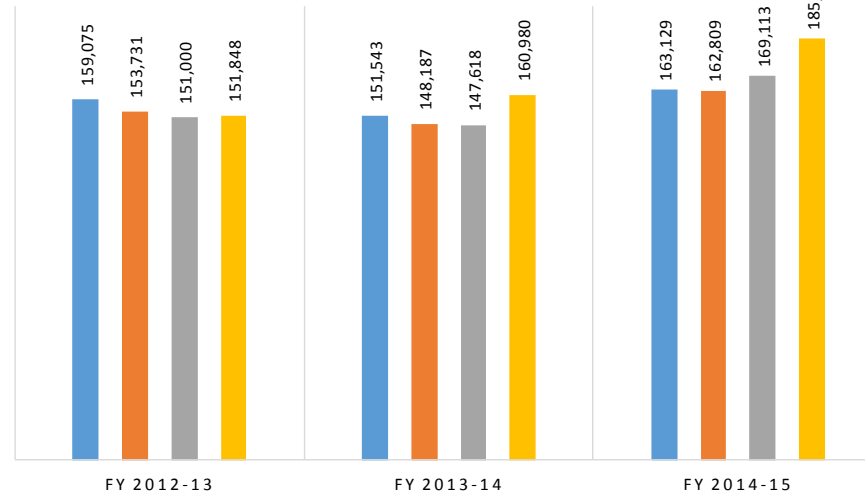
### INLAND EMPIRE-ORANGE COUNTY LINE

Jul-Aug-Sept   Oct-Nov-Dec   Jan-Feb-Mar   Apr-May-Jun



### 91 LINE

Jul-Aug-Sept   Oct-Nov-Dec   Jan-Feb-Mar   Apr-May-Jun



## Metrolink Updates

Fiscal Year 2014-15 Fourth Quarter Update

### Angels Express

- Metrolink trains served 49 weekday Los Angeles Angels of Anaheim baseball home games
- Funded by Mobile Source Air Pollution Reduction Committee
- Over 53,000 total boardings
- April 1 through September 29, 2015

### Mobile Ticketing

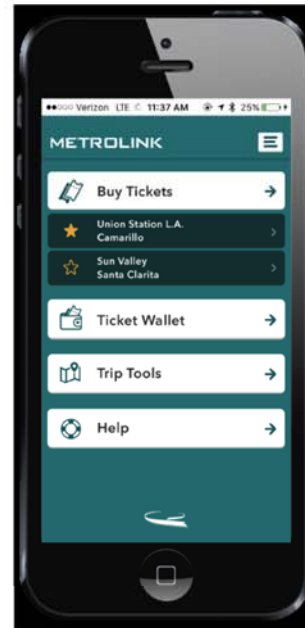
- Mobile and online options to purchase Metrolink tickets
- Beta testing on Inland Empire-Orange County Line
- Full version will be deployed in 2016

### Positive Train Control (PTC)

- Metrolink is operating PTC in revenue service demonstration
- Will meet December 31, 2015 deadline
- Deadline was extended by legislature

### 91/Perris Valley Line

- Extension of 91 Line into Perris Valley is expected to begin operation in December 2015
- Four new stations in Riverside County
- Metrolink to launch promotional fares for first extension since 1994





COMMITTEE TRANSMITTAL

**December 14, 2015**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert, Clerk of the Board  
**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review - September 2015

Regional Planning and Highways Committee Meeting of December 7, 2015

**Present:** Directors Bartlett, Donchak, Lalloway, Miller, Nelson, and Ury  
**Absent:** Director Spitzer

**Committee Vote**

This item was passed by the Members present.

**Committee Recommendation**

Approve adjustments to the Comprehensive Transportation Funding Program projects and Local Fair Share funds.




**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Comprehensive Transportation Funding Programs Semi-  
Annual Review - September 2015**

**Staff Report**



***December 7, 2015***

**To:** Regional Planning and Highways Committee  
**From:** Darrell Johnson, Chief Executive Officer   
**Subject:** Comprehensive Transportation Funding Programs Semi-Annual Review - September 2015

***Overview***

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the status of Measure M2 grant-funded projects and provides an opportunity for local agencies to update project information and request project modifications. Recommended project adjustments are presented for review and approval.

***Recommendation***

Approve adjustments to the Comprehensive Transportation Funding Program projects and Local Fair Share funds.

***Background***

The Comprehensive Transportation Funding Programs (CTFP) is the method the Orange County Transportation Authority (OCTA) uses to administer funding for street, road, signal, transit, and water quality projects. The CTFP contains a variety of funding programs and sources including Measure M2 (M2) revenues and State-Local Partnership Program funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants. Consistent with the CTFP Guidelines, OCTA staff meets with representatives from local agencies to review the status of projects and proposed changes. This process is commonly referred to as the semi-annual review (SAR). The goals of the SAR process are to review the project status, determine the continued viability of projects, address local agency concerns, confirm the availability of local match funds, and to ensure timely closeout of all projects funded under the CTFP.

### ***Discussion***

The September 2015 SAR adjustments are itemized in Attachment A and described in Attachment B. The adjustments include one advance request, two cancellations, two timely use of funds extension requests for Local Fair Share funds, 25 timely use of funds extension requests for CTFP projects, and 13 scope changes.

OCTA staff has identified several reasons for timely use of funds extensions and other requested changes that include: challenges to acquisition of right-of-way and negotiations with property owners; required coordination with the California Department of Transportation; staff turnover; realignment of the work associated with the operations and maintenance phase for Traffic Signal Synchronization Projects; delays due to unanticipated utility work during project implementation; and the review of different alternatives in project engineering and design phases.

Since the start of M2, OCTA has issued a number of calls for projects and awarded \$297.1 million in competitive funds for the following programs:

- 1) M2 Regional Capacity Program (Project O)
- 2) Traffic Signal Synchronization Program (Project P)
- 3) Environmental Cleanup Program (Project X)
- 4) Community-Based Transit/Circulators (Project V)
- 5) Safe Transit Stops (Project W)

Below is a summary of the CTFP allocations using M2 funds comparing the last SAR changes with the proposed changes in the September 2015 SAR. The increase in number of phases and allocations between March and September 2015, is due to this review incorporating the Board of Directors (Board) actions from April 27, 2015, to award \$32 million in Project O funding and \$16.3 million in Project P funding, and August 10, 2015, action to award \$2.9 million in Project X allocations. In addition, the September 2015, review also includes Project W allocations in the amount of \$1.2 million.

M2 CTFP Summary				
Project Status	March 2015		September 2015	
	Project Phases	Allocations <sup>1</sup>	Project Phases	Allocations <sup>1</sup> (after adjustments)
Planned <sup>2</sup>	98	\$81.9	120	\$86.2
Started <sup>3</sup>	148	\$123.8	200	\$155.4
Pending <sup>4</sup>	26	\$15.6	41	\$24.8
Completed <sup>5</sup>	85	\$25.2	98	\$30.3
<b>Total Allocations<sup>6</sup></b>	<b>357</b>	<b>\$246.5</b>	<b>459</b>	<b>\$296.7</b>

<sup>1</sup>. Allocations in millions, pending Board approval of the 2015 SAR.

<sup>2</sup>. Planned - indicates that funds have not been obligated and/or are pending contract award.

<sup>3</sup>. Started - indicates that the project is underway and funds are obligated.

<sup>4</sup>. Pending - indicates that the project work is completed and the final report submittal/approval is pending.

<sup>5</sup>. Completed - indicates that the project work is complete, final report approved, and final payment has been made.



This SAR captures over \$25,000 in project cost savings. Local agencies completed 13 project phases between March 2015 and September 2015.

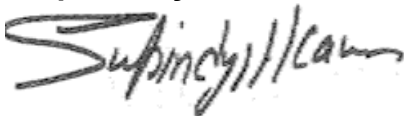
***Summary***

OCTA has recently reviewed the status of grant-funded streets and roads projects funded through the CTFP. Staff recommends approval of the project adjustments requested by local agencies, including one advance request, two cancellations, two timely use of funds extension requests for Local Fair Share funds, 25 timely use of funds extension requests for CTFP projects, and 13 scope changes. The next SAR is scheduled for March 2016.

***Attachments***

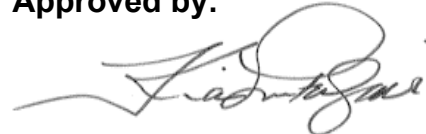
- A. Comprehensive Transportation Funding Programs - September 2015 Semi-Annual Review Adjustment Requests
- B. Comprehensive Transportation Funding Programs - September 2015 Semi-Annual Review Adjustment Request Descriptions

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Comprehensive Transportation Funding Programs Semi-  
Annual Review - September 2015**

**Attachment A**

**Comprehensive Transportation Funding Programs (CTFP)**  
September 2015 Semi-Annual Review Adjustment Requests

Advance Request(s)									
Agency	Project Number	Project	Project Title	Phase	Current FY	Action Request	Proposed FY	Current Allocation	Proposed Allocation
Irvine	15-IRVN-ACE-3771	Project O	University Drive (MacArthur Boulevard to Campus Drive) Widening	ROW	FY 16/17	12 Months	FY 15/16	\$ 2,477,740	\$ 2,412,600
Advance(s) - Total Phase Allocations (1)								\$ 2,477,740	\$ 2,412,600

Cancellation Request(s)									
Agency	Project Number	Project	Project Title	Phase	FY	Action Request	Proposed FY	Current Allocation	Proposed Allocation
Anaheim	14-ANAH-ECP-3757	Project X	Green Alley Bio-Infiltration Project	C	FY 14/15	Cancel	N/A	\$ 200,000	\$ -
Anaheim	14-ANAH-STS-3748	Project W	Anaheim Safe Transit Stop Improvements	C	FY 14/15	Cancel	N/A	\$ 178,493	\$ -
Cancellation(s) - Total Phase Allocations (2)								\$ 378,493	\$ -

Timely Use of Funds Extension Request(s) - LFS									
Agency	Project Number	Project	Project Title	Phase	FY	Action Request	Action Request	Current Allocation	Proposed Allocation
Santa Ana	N/A	Project Q	Several City Projects	N/A	FY 12/13	Funds Extension	24 Months	\$ 921,831	N/A
Yorba Linda	N/A	Project Q	Several City Projects	N/A	FY 12/13	Funds Extension	24 Months	\$ 561,581	N/A
Timely Use of Funds Extension(s) - Total Phase Allocations (2)								\$ 1,483,412	

**Comprehensive Transportation Funding Programs (CTFP)**  
September 2015 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Request(s) - CTFP								
Agency	Project Number	Program	Project Title	Phase	FY	Current Allocation	Action Request	Proposed Use Date
Buena Park	11-BPRK-FST-3510	Project O	SR-91/Beach Boulevard Westbound Ramp	E	FY 12/13	\$ 308,000	24 Months	September 2017
Costa Mesa	12-CMSA-TSP-3606	Project P	Baker Placentia Signal Synchronization	O&M	FY 13/14	\$ 960	24 Months	April 2018
Fullerton	12-FULL-TSP-3608	Project P	Brea Boulevard Signal Synchronization	I	FY 12/13	\$ 281,600	24 Months	December 2017
Fullerton	12-FULL-TSP-3608	Project P	Brea Boulevard Signal Synchronization	O&M	FY 13/14	\$ 38,400	24 Months	December 2017
Fullerton	12-FULL-TSP-3609	Project P	Commonwealth Avenue Signal Synchronization	I	FY 12/13	\$ 528,000	24 Months	December 2017
Fullerton	12-FULL-TSP-3609	Project P	Commonwealth Avenue Signal Synchronization	O&M	FY 13/14	\$ 72,000	24 Months	December 2017
Fullerton	12-FULL-TSP-3610	Project P	Lemon Street/ Anaheim Boulevard Signal Synchronization	I	FY 12/13	\$ 246,400	24 Months	December 2017
Fullerton	12-FULL-TSP-3610	Project P	Lemon Street/ Anaheim Boulevard Signal Synchronization	O&M	FY 13/14	\$ 33,600	24 Months	December 2017
Fullerton	12-FULL-TSP-3611	Project P	Placentia Avenue Signal Synchronization	I	FY 12/13	\$ 334,400	24 Months	December 2017
Fullerton	12-FULL-TSP-3611	Project P	Placentia Avenue Signal Synchronization	O&M	FY 13/14	\$ 45,600	24 Months	December 2017
La Habra	11-LHAB-ICE-3531	Project O	Whittier Boulevard/ Hacienda Road Intersection Widening	E	FY 12/13	\$ 263,443	24 Months	November 2017
La Habra	12-LHAB-TSP-3614	Project P	La Habra Boulevard/ Central Avenue/ State College Boulevard Corridor	I	FY 12/13	\$ 404,800	12 Months	May 2017
La Habra	12-LHAB-TSP-3614	Project P	La Habra Boulevard/ Central Avenue/ State College Boulevard Corridor	O&M	FY 13/14	\$ 55,200	12 Months	May 2017
Laguna Hills	12-LHLL-TSP-3617	Project P	Paseo de Valencia Signal Synchronization	O&M	FY 13/14	\$ 6,157	24 Months	July 2017

**Comprehensive Transportation Funding Programs (CTFP)**  
September 2015 Semi-Annual Review Adjustment Requests

Timely Use of Funds Extension Request(s) - CTFP								
Agency	Project Number	Program	Project Title	Phase	FY	Current Allocation	Action Request	Proposed Use Date
Newport Beach	12-NBCH-TSP-3619	Project P	Newport Coast Drive Signal Synchronization	I	FY 12/13	\$ 243,500	24 Months	November 2017
Newport Beach	12-NBCH-TSP-3619	Project P	Newport Coast Drive Signal Synchronization	O&M	FY 13/14	\$ 16,500	24 Months	November 2017
Newport Beach	12-NBCH-TSP-3620	Project P	San Joaquin Hills Road Signal Synchronization	I	FY 12/13	\$ 210,000	24 Months	November 2017
Newport Beach	12-NBCH-TSP-3620	Project P	San Joaquin Hills Road Signal Synchronization	O&M	FY 13/14	\$ 10,000	24 Months	November 2017
Newport Beach	12-NBCH-ACE-3598	Project O	West Coast Highway Widening	E	FY 12/13	\$ 270,000	24 Months	May 2016
San Clemente	12-SCLM-TSP-3623	Project P	Avenida Vista Hermosa Signal Synchronization	I	FY 12/13	\$ 273,600	24 Months	December 2017
San Clemente	12-SCLM-TSP-3623	Project P	Avenida Vista Hermosa Signal Synchronization	O&M	FY 13/14	\$ 32,256	24 Months	December 2017
San Clemente	12-SCLM-TSP-3624	Project P	Camino De Los Mares Signal Synchronization	I	FY 12/13	\$ 222,000	24 Months	December 2017
San Clemente	12-SCLM-TSP-3624	Project P	Camino De Los Mares Signal Synchronization	O&M	FY 13/14	\$ 26,208	24 Months	December 2017
San Juan Capistrano	11-SJCP-TSP-3561	Project P	Del Obispo Street Signal Synchronization	O&M	FY 12/13	\$ 47,520	24 Months	August 2017
Yorba Linda	11-YLND-ACE-3544	Project O	Bastanchury Road (Lakeview Avenue to Eureka Avenue)	ROW	FY 11/12	\$ 435,170	24 Months	March 2017
Timely Use of Funds Extension(s) - Total Phase Allocations (25)						\$ 4,405,314		

**Comprehensive Transportation Funding Programs (CTFP)**  
September 2015 Semi-Annual Review Adjustment Requests

Scope Change Request(s)							
Agency	Project Number	Project	Project Title	Phase	FY	Current Allocation	Proposed Allocation
Dana Point	13-DPNT-ECP-3676	Project X	San Juan Creek LO1SO2 Trash Removal/Dry Weather Diversion	C	FY 15/16	\$ 470,236	No Change
<i>Description:</i> Minor amendment to project involving treatment method of runoff. The new proposal will mitigate for the same amount of pollutants.							
Laguna Niguel	11-LNIG-ECP-3578	Project X	Crown Valley Parkway Medians Runoff Elimination, Phase I	C	FY 13/14	\$ 100,000	No Change
	11-LNIG-ECP-3579	Project X	Runoff Elimination for Crown Valley Parkway Medians, Phase II	C	FY 13/14	\$ 94,598	No Change
	11-LNIG-ECP-3580	Project X	Runoff Elimination for Crown Valley Parkway Medians, Phase III	C	FY 13/14	\$ 94,598	No Change
	11-LNIG-ECP-3581	Project X	Runoff Elimination for Crown Valley Parkway Medians, Ph IV	C	FY 13/14	\$ 100,000	No Change
	12-LNIG-ECP-3628	Project X	Runoff Elimination for Crown Valley Pkwy Medians, Ph V	C	FY 14/15	\$ 97,285	No Change
<i>Description:</i> The five grant phases represent contiguous geographic segments. The city would like to combine the 5 grant projects for purposes of efficient invoicing and final reporting.							
Lake Forest	N/A	Project S	Project S Station Van Extensions To Irvine Metrolink Station	I	FY 15/16 & FY 16/17	\$ 69,638	No Change
<i>Description:</i> The City on behalf of Panasonic Avionics is requesting that the remaining two years of Project S funding be applied towards their established train station shuttle program utilizing a third party service provider.							
County of Orange	12-ORCO-ACE-3596	Project O	La Pata Avenue Phase I	C	FY 13/14	\$ 10,220,000	No Change
	13-ORCO-ACE-3655	Project O	La Pata Avenue Phase II	C	FY 13/14	\$ 10,000,000	No Change
<i>Description:</i> County is proposing to combine the two phases into one project and aggregate the project match rate to 30%.							
OCTA	14-OCTA-TSP-3704	Project P	Bristol Street Signal Synchronization	I	FY 14/15	\$ 1,805,900	No Change
<i>Description:</i> Some elements of the project scope were removed. A field review indicated that some additional switches are required.							
OCTA	13-OCTA-TSP-3666	Project P	Kraemer Boulevard Signal Synchronization	I	FY 13/14	\$ 2,275,120	No Change
<i>Description:</i> Modifications to the project scope to add a segment of conduit.							
Newport Beach	14-NBCH-ECP-3736	Project X	Big Canyon Restoration Wetlands Project	C	FY 14/15	\$ 1,592,780	No Change

**Comprehensive Transportation Funding Programs (CTFP)**  
**September 2015 Semi-Annual Review Adjustment Requests**

Scope Change Request(s)							
Agency	Project Number	Project	Project Title	Phase	FY	Current Allocation	Action Request
Proposed Allocation							
Description: Modifications including a larger bio-retention wetland area and a double diversion system to improve the efficiency of the project.							
Seal Beach	14-SBCH-ECP-3750	Project X	2014 Environmental Cleanup Program Project	C	FY 14/15	\$ 15,000	Scope Change
No Change							
Description: City originally proposed installing 50 filter inserts. Later, it was determined that only 18 filter inserts needed to be replaced as the remaining 32 filter inserts continue to operate effectively.							
Scope Change(s) - Total Phase Allocations (13)							

R - Right-of-way

FY - Fiscal year

C - Construction

N/A - Not applicable

LFS - Local fair share

CTFP - Combined Transportation Funding Program

E - Engineering

O&M - Operation and maintenance

I - Implementing



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Comprehensive Transportation Funding Programs Semi-  
Annual Review - September 2015**

**Attachment B**



**Comprehensive Transportation Funding Programs**  
September 2015 Semi-Annual Review Adjustment Request Descriptions

**Advancement**

The City of Irvine (Irvine) was previously awarded \$910,000 for the engineering phase of the University Drive Widening Project programmed for fiscal year (FY) 2014/15 (13-IRVN-ACE-3653) and a contract was awarded to complete engineering on June 23, 2015. Irvine has requested an advancement of \$2,412,600 from FY 2016/17 to FY 2015/16 for the right-of-way (ROW) phase of the University Drive Widening Project (15-IRVN-ACE-3771). The advancement in the ROW phase would allow Irvine to accelerate completion of this project.

**Cancellation**

The City of Anaheim (Anaheim) was awarded \$200,000 for the construction of the Green Alley Bio-Infiltration Project (14-ANAH-ECP-3757). However, Anaheim has decided to change the location of the project. Therefore, Anaheim is requesting to cancel the project and reapply for funding at the new location.

Anaheim was awarded \$178,493 as part of the Project W Safe Transit Stops program to improve eight bus stops throughout the city, including Stop 111 – Beach Boulevard southbound (SB) at Lincoln Avenue, Stop 234 – Harbor Boulevard SB at La Palma Avenue, Stop 328 – La Palma Avenue eastbound (EB) at Euclid Street, Stop 328 – La Palma Avenue EB at Euclid Street, Stop 494 – Lincoln Avenue westbound (WB) at Harbor Boulevard, Stop 225 – Harbor Boulevard northbound at Lincoln Avenue, Stop 240 – Harbor Boulevard SB at Lincoln Avenue, Stop 486 – Lincoln Avenue WB at State College Boulevard, and Stop 670 – State College Boulevard SB at Lincoln Avenue (14-ANAH-STS-3748). Anaheim was not able to award the project contract within programming FY 2014/15 and will need to reapply for Project W funds through the next call for projects.

**Local Fair Share Timely-Use of Funds Extensions**

The City of Santa Ana (Santa Ana) is requesting a one-time 24-month timely-use of funds extension of Local Fair Share (LFS) funds received during FY 2012/13. The LFS funds must be expended within 36 months from the date the check was issued by the Orange County Transportation Authority (OCTA). Of the LFS funds received during FY 2012/13, Santa Ana has \$921,831 remaining and allocated these funds towards the construction phase of the Grand Avenue Widening Project. The one-time extension would allow (until March 1, 2018) Santa Ana to expend the \$336,762 disbursement issued to Santa Ana (on March 1, 2013). The remaining \$585,069, disbursed on May 15, 2013, must be expended by the May 15, 2018 deadline.

## **Comprehensive Transportation Funding Programs**

### **September 2015 Semi-Annual Review Adjustment Request Descriptions**

The City of Yorba Linda (Yorba Linda) is requesting a one-time 24 month timely-use of funds extension of \$561,581 LFS funds received from FY 2012/13. These funds were disbursed in four separate installments: \$141,425 was disbursed on January 16, 2013, and must be expended by January 16, 2018; \$137,091 was disbursed on March 1, 2013, and must be expended by March 1, 2018; \$131,404 was disbursed on May 15, 2013, and must be expended by May 15, 2018; and \$151,661 was disbursed on June 30, 2013, and must be expended by June 30, 2018. Yorba Linda plans to use the LFS funds mentioned above to fund part of the La Palma Avenue Rehabilitation Project, which is expected to begin construction November 2015.

#### Timely-Use of Funds Extensions

Once obligated, the Comprehensive Transportation Funding Programs (CTFP) funds expire 36 months from the contract award date. Per precept 20 in the 2015 CTFP Guidelines, local agencies may request extensions up to 24 months through the semi-annual review (SAR). During this SAR, nine agencies submitted 25 timely-use of funds extension requests for CTFP projects.

The City of Buena Park (Buena Park) is requesting a 24-month timely-use of funds extension for the engineering phase of the State Route 91/Beach Boulevard WB Ramp Project (11-BPRK-FST-3510). Buena Park experienced delays during the traffic operational analysis with the California Department of Transportation (Caltrans). Buena Park is expected to start construction as of Spring 2016, with completion by fall 2016.

The City of Costa Mesa (Costa Mesa) is requesting a 24-month timely-use of funds extension for the operations and maintenance phase of the Baker Placentia Signal Synchronization Project (Mesa Verde East to Airway Avenue) (12-CMSA-TSP-3606). The funding was awarded on April 16, 2013, and Costa Mesa must fully complete the operations and maintenance phase by April 16, 2018.

The City of Fullerton (Fullerton) is requesting a 24-month timely-use of funds extension for the implementation phase and operations and maintenance phase of the following projects:

- Brea Boulevard Signal Synchronization Project (12-FULL-TSP-3608)
- Commonwealth Avenue Signal Synchronization Project (12-FULL-TSP-3609)
- Lemon Street/Anaheim Boulevard Signal Synchronization (12-FULL-TSP-3610)
- Placentia Avenue Signal Synchronization Project (12-FULL-TSP-3611)

Fullerton awarded contracts for all projects mentioned above on December 18, 2012, and must fully complete all project phases by December 18, 2017. Fullerton experienced delays with the Caltrans traffic signals along the project corridors.

## **Comprehensive Transportation Funding Programs**

### **September 2015 Semi-Annual Review Adjustment Request Descriptions**

The City of La Habra (La Habra) is requesting a 24-month timely-use of funds extension for the engineering phase of the Whittier Boulevard/Hacienda Road Intersection Widening Project (11-LHAB-ICE-3531). The extension would allow more time for La Habra to complete the necessary project documentation, including studies for the final report. Additionally, La Habra is also requesting a 12-month timely-use of funds extension for the implementation and operations and maintenance phase of the La Habra Boulevard/Central Avenue/State College Boulevard Signal Synchronization Project (12-LHAB-TSP-3614). La Habra awarded one contract for both phases of the project on May 6, 2013, and must complete both phases by May 6, 2017.

The City of Laguna Hills (Laguna Hills) is requesting a 24-month timely-use of funds extension for the operations and maintenance phase of the Paseo de Valencia Signal Synchronization Project (12-LHLL-TSP-3617). Laguna Hills awarded one contract for the implementation and operations and maintenance phases of the project on July 10, 2012, and experienced delays during implementation. The implementation phase has now been completed, but Laguna Hills needs additional time to complete the operations and maintenance phase.

The City of Newport Beach (Newport Beach) is requesting a 24-month timely-use of funds extension for the implementation phase and operations and maintenance phase of the following projects:

- Newport Coast Drive Signal Synchronization Project (12-NBCH-TSP-3619)
- San Joaquin Hills Road Signal Synchronization Project (12-NBCH-TSP-3620)

Newport Beach awarded contracts for projects mentioned above on November 27, 2012, and must fully complete all project phases by November 27, 2017. These projects were delayed due to unforeseen construction issues related to the deteriorated underground facilities.

Newport Beach is also requesting a 24-month timely-use of funds extension for the engineering phase of the West Coast Highway Widening Project (12-NBCH-ACE-3598). Newport Beach staff indicated that environmental negotiations and the alternative alignments review process has significantly delayed the engineering work.

The City of San Clemente (San Clemente) is requesting a 24-month timely-use of funds extension for the implementation phase and operations and maintenance phase of the following projects:

- Avenida Vista Hermosa Signal Synchronization Project (12-SCLM-TSP-3623)
- Camino De Los Mares Signal Synchronization Project (12-SCLM-TSP-3624)

## **Comprehensive Transportation Funding Programs**

### **September 2015 Semi-Annual Review Adjustment Request Descriptions**

San Clemente awarded contracts for projects mentioned above on December 18, 2012, and must complete all project phases by December 18, 2017. The projects described above were delayed due to the staff turnover at San Clemente.

The City of San Juan Capistrano (San Juan Capistrano) is requesting a 24-month timely-use of funds extension for the operations and maintenance phase of the Del Obispo Street Signal Synchronization Project (11-SJCP-TSP-3561). Data collection for the travel time study was delayed for this project due to improvement and closures of the Interstate 5/Ortega Highway 74 bridge.

The City of Yorba Linda (Yorba Linda) is requesting a 24-month timely-use of funds extension for the ROW phase of the Bastanchury Road Project (Lakeview Avenue to Eureka Avenue) (11-YLND-ACE-3544). Yorba Linda mailed initial offer letters on March 27, 2012, and is still undergoing negotiations with the property owners. The extension will allow Yorba Linda to complete the project and expend Measure M2 funds by March 2017.

#### Scope Change

During this SAR, six agencies are requesting scope changes to 12 CTFP Projects.

The City of Dana Point (Dana Point) was awarded \$470,236 for the San Juan Creek LO1SO2 Trash Removal/Dry Weather Diversion Project (13-DPNT-ECP-3676). On June 9, 2014, a 24-month delay request was approved by the OCTA Board of Directors, at the request of Dana Point, extended the time table from FY 2013/14 to FY 2015/16. During an investigation, it was determined that additional agencies had a vested interest in the project, including San Juan Capistrano and Caltrans. Dana Point is requesting a minor scope change that involves a more feasible and cost-effective treatment for future operation and maintenance costs. This revised scope would not lead to an increase or change in the funding allocations.

The City of Laguna Niguel (Laguna Niguel) was awarded five Tier 1 Environmental Cleanup Program grants for different phases of the Runoff Elimination Program for Crown Valley Parkway medians including: Phase I \$100,000 (11-LNIG-ECP-3578), Phase II \$94,598 (11-LNIG-ECP-3579), Phase III \$94,598 (11-LNIG-ECP-3580), Phase IV \$100,000 (11-LNIG-ECP-3581), and Phase V \$97,285(12-LNIG-ECP-3628). The five phases actually represented contiguous geographic segments with identical irrigation system and setback-strip improvements anticipated for all segments. The scope change request is simply to allow Laguna Niguel to update the pay item definitions and quantities, and to combine the five grant projects for purposes of efficient invoicing and final reporting, with no reduction to the actual scope of the each project.

## **Comprehensive Transportation Funding Programs**

### **September 2015 Semi-Annual Review Adjustment Request Descriptions**

As part of the Project S Transit Extensions to Metrolink, the City of Lake Forest (Lake Forest) was awarded \$34,819 per year from FY 2012/13 through FY 2016/17 to provide vanpool services for one of Lake Forest's largest employers, Panasonic Avionics. Lake Forest, on behalf of Panasonic Avionics, is requesting that the remaining two years of Project S funding be applied to operate a shuttle program utilizing a third party service provider. This third party would supply vehicles and drivers to transport employees from the Irvine Metrolink Station to the Panasonic Avionics campus. This scope change will not change the Project S contributions to the project.

The County of Orange (County) is requesting a scope change to combine La Pata Avenue Phase I (Prima Deshecha Landfill to Calle Saluda [12-ORCO-ACE-3596]) and La Pata Avenue Phase II (Ortega Hwy/Prima Deshecha Landfill [12-ORCO-ACE-3655]). The construction phase of the La Pata Avenue Phase I was awarded \$10.2 million in CTFP and State-Local Partnership Program (SLPP) funds with an OCTA match rate of 22 percent, and Phase II was awarded \$10 million in CTFP funds with an OCTA match rate of 48 percent. The scope change would revise the match rate to an aggregate value of 30 percent. This option does not change the existing funding sources or OCTA allocation amounts for the project. The construction contract for both La Pata Avenue phases was awarded to the same contractor identified as Schedule A and Schedule B. The scope change will allow the County to maximize the use of SLPP and CTFP funds for the combined project. The County will be required to submit separate reports and closeout documentation for La Pata Avenue Phase I for SLPP reporting and final payment purposes.

OCTA, as administrative lead agency for the cities of Anaheim, Brea, Orange, Placentia, and Santa Ana is requesting scope changes to the Kraemer Boulevard Traffic Signal Synchronization Project (13-OCTA-TSP-3666). Some equipment included in the initial scope of work was covered through a different project and other equipment was determined not to be needed. The scope changes request the use of cost savings to install an additional controller unit and some additional switches.

Additionally, OCTA, as administrative lead agency for the cities of Costa Mesa, Newport Beach, and Santa Ana, is requesting scope changes to the Bristol Street Traffic Signal Synchronization Project (14-OCTA-TSP-3704). Emergency vehicle preemption units for this project were installed as part of a city funded project therefore, cost savings are requested to be used for additional ethernet switches needed for the project.

Newport Beach is proposing a scope change for the Big Canyon Restoration Wetlands Project (14-NBCH-ECP-3736). The proposed changes include modifications to improve the efficiency of the treatment and removal of roadway pollutants, including a larger bio-retention area and an upgraded double diversion system. The site plan also includes an access road requested by Orange County Sanitation District to provide better access. No additional funding is requested as part of the scope change.

**Comprehensive Transportation Funding Programs**  
September 2015 Semi-Annual Review Adjustment Request Descriptions

The City of Seal Beach (Seal Beach) is requesting a scope change for the 2014 Environmental Cleanup Program Project (14-SBCH-ECP-3750). Seal Beach originally proposed installing 50 filter inserts. Later, it was determined that only 18 filter inserts needed to be replaced. The remaining 32 filter inserts continue to operate effectively.



COMMITTEE TRANSMITTAL

**December 14, 2015**

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

**From:**  Laurena Weinert, Clerk of the Board

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

Executive Committee Meeting of December 7, 2015

Present: Chairman Lalloway, Vice Chair Donchak, and Directors Hennessey, Murray, and Ury

Absent: Directors Nelson and Spitzer

**Committee Vote**

Following a discussion on this item, no action was taken on this receive and file information item.

**Staff Recommendation**

Receive and file as an information item.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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


**Staff Report**





***December 7, 2015***

**To:** Executive Committee

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

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

***Overview***

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

***Recommendation***

Receive and file as an information item.

***Background***

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

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

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

### ***Discussion***

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

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

### **M2020 Plan**

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

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

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

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

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

#### M2 Triennial Performance Assessment

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

#### Progress Update

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### ***Summary***

As required by M2 Ordinance No. 3, a quarterly report, covering activities from July 2015 through September 2015, is provided to update progress in implementing the M2 Transportation Investment Plan. Additionally, the Ten-Year Review has been completed and presented to the Board, which is also a requirement of Ordinance No. 3. As a result of review findings and recommendations, a public hearing will be held to amend the transit category of the M2 Ordinance No. 3 on December 14, 2015. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 quarterly progress report is presented on the OCTA website. Hard copies are available by mail upon request.

***Attachment***

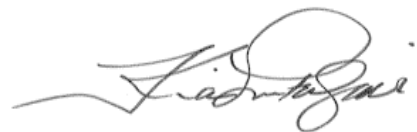
- A. Measure M2 Progress Report – First Quarter of Fiscal Year 2015-16 –  
July 1, 2015 through September 30, 2015

**Prepared by:**



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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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

**Attachment A**



Ortega Highway  
Before

Ortega Highway  
After

#### FIRST QUARTER HIGHLIGHTS:

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

# Measure M2

## Progress Report

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





# Measure M2

## Progress Report



### SUMMARY

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

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



# Measure M2

## Progress Report

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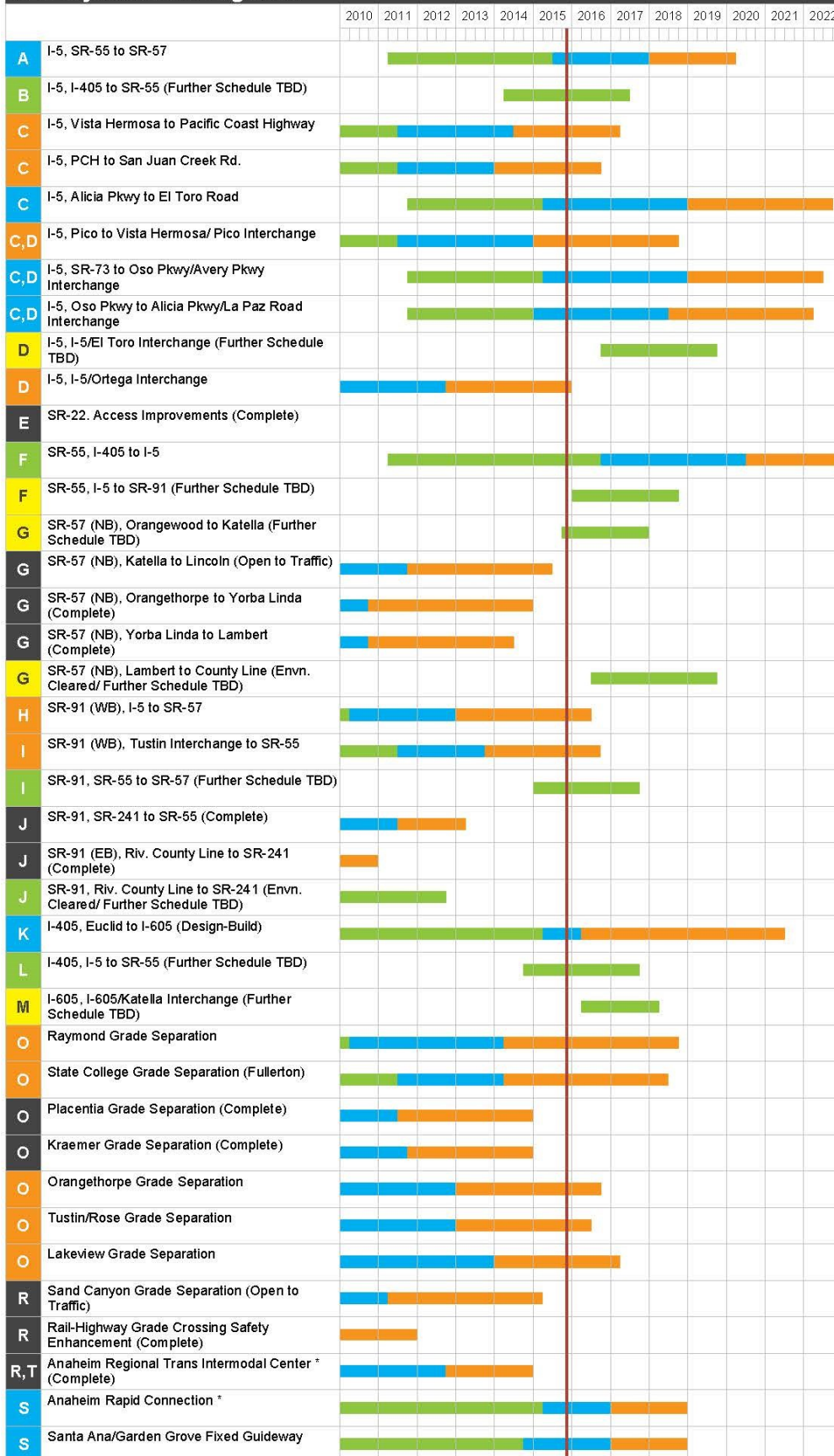
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# Measure M2

## Progress Report



### M2 Projects and Programs



\* Projects managed by local agencies.

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

Shown schedules are subject to change.



# Measure M2

## Progress Report

### M2 DELIVERY RISK UPDATE



#### Key:

-  One To Watch
-  At Risk

#### M2 Delivery Risk Update

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

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

# Measure M2

## Progress Report

### M2020 UPDATE



## M2020 Plan Update

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

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

### Progress Update

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

### M2020 Plan Objectives

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

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

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

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

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

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



*...Continued from previous page*

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

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

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

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

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

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

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

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

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



*...Continued from previous page*

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

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

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

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

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

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

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

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

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

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

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

*...Continued from previous page*

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

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

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

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

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

# Measure M2

## Progress Report

### FREEWAYS



## Interstate 5 (I-5) Projects

### Project A

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

**Status:** Design Phase Underway

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

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

### Project B

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

**Status:** Environmental Phase Underway

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

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

# Measure M2

## Progress Report

### FREEWAYS



## Project C & Part of Project D

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

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

**Status:** Design Phase Underway

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

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

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

**Status:** Design Phase Underway

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

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

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

**Status:** Begin Design Phase

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

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



# Measure M2

## Progress Report

### FREEWAYS



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

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

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

**Status:** Construction Underway

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

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

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

**Status:** Construction Underway

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

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

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

**Status:** Construction Underway

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

# Measure M2

## Progress Report

### FREEWAYS



## Project D

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

### I-5 El Toro Road Interchange

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

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

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

### I-5/Ortega Highway Interchange

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

**Status:** Construction Complete

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

## State Route 22 (SR-22) Projects

## Project E

### SR-22 Access Improvements



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

**Status:** PROJECT COMPLETE

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

# Measure M2

## Progress Report

### FREEWAYS



## State Route 55 (SR-55) Projects

### Project F

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

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

**Status:** Environmental Phase

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

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

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

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

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



## State Route 57 (SR-57) Projects

### Project G

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

**Status:** Conceptual Phase Complete

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

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

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

**Status:** PROJECT COMPLETE

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



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

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

**Status:** PROJECT COMPLETE

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



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

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

**Status:** PROJECT COMPLETE

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



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

*Continues on the next page...*



# Measure M2

## Progress Report

### FREEWAYS



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

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

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

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

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

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

#### **Project H**

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

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

**Status:** Construction Underway

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

#### **Project I**

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

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

**Status:** Construction Underway

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

# Measure M2

## Progress Report

### FREEWAYS



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

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

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

**Status:** Environmental Phase Underway

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

## **Project J**

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



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

**Status:** PROJECT COMPLETE

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

# Measure M2

## Progress Report

### FREEWAYS



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

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



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

**Status:** PROJECT COMPLETE

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

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

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

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

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

### Interstate 405 (I-405) Projects

#### Project K

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

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

**Status:** Design-Build Procurement Underway

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

# Measure M2

## Progress Report

### FREEWAYS



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

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

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

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

## Project L

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

**Status:** Environmental Phase Underway

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

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



# Measure M2

## Progress Report

### FREEWAYS



## Interstate 605 (I-605) Projects

### Project M

#### I-605 Interchange Improvements

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

**Status:** Final Project Study Report/Project Development Support Document Signed and Complete

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

### Project N

#### Freeway Service

#### Patrol

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

**Status:** Service Ongoing

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

# Measure M2

## Progress Report

### STREETS & ROADS



## Project O

### Regional Capacity Program

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

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

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

### OC Bridges Railroad Program

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

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

### Kraemer Boulevard Grade Separation



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

**Status:** PROJECT COMPLETE

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

*Continues on the next page...*

# Measure M2

## Progress Report

### STREETS & ROADS



...Project O continued from previous page

#### Lakeview Avenue Grade Separation

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

**Status:** Construction Underway

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

#### Orangethorpe Avenue Grade Separation

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

**Status:** Construction Underway

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

#### Placentia Avenue Grade Separation



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

**Status:** PROJECT COMPLETE

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

*Continues on the next page...*

# Measure M2

## Progress Report

### STREETS & ROADS



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

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

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

**Status:** Construction Underway

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

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

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

**Status:** Construction Underway

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

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

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

**Status:** Construction Underway

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



# Measure M2

## Progress Report

### STREETS & ROADS



## Project P

### Regional Traffic Signal Synchronization Program (RTSSP)

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

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

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

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

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

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

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

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

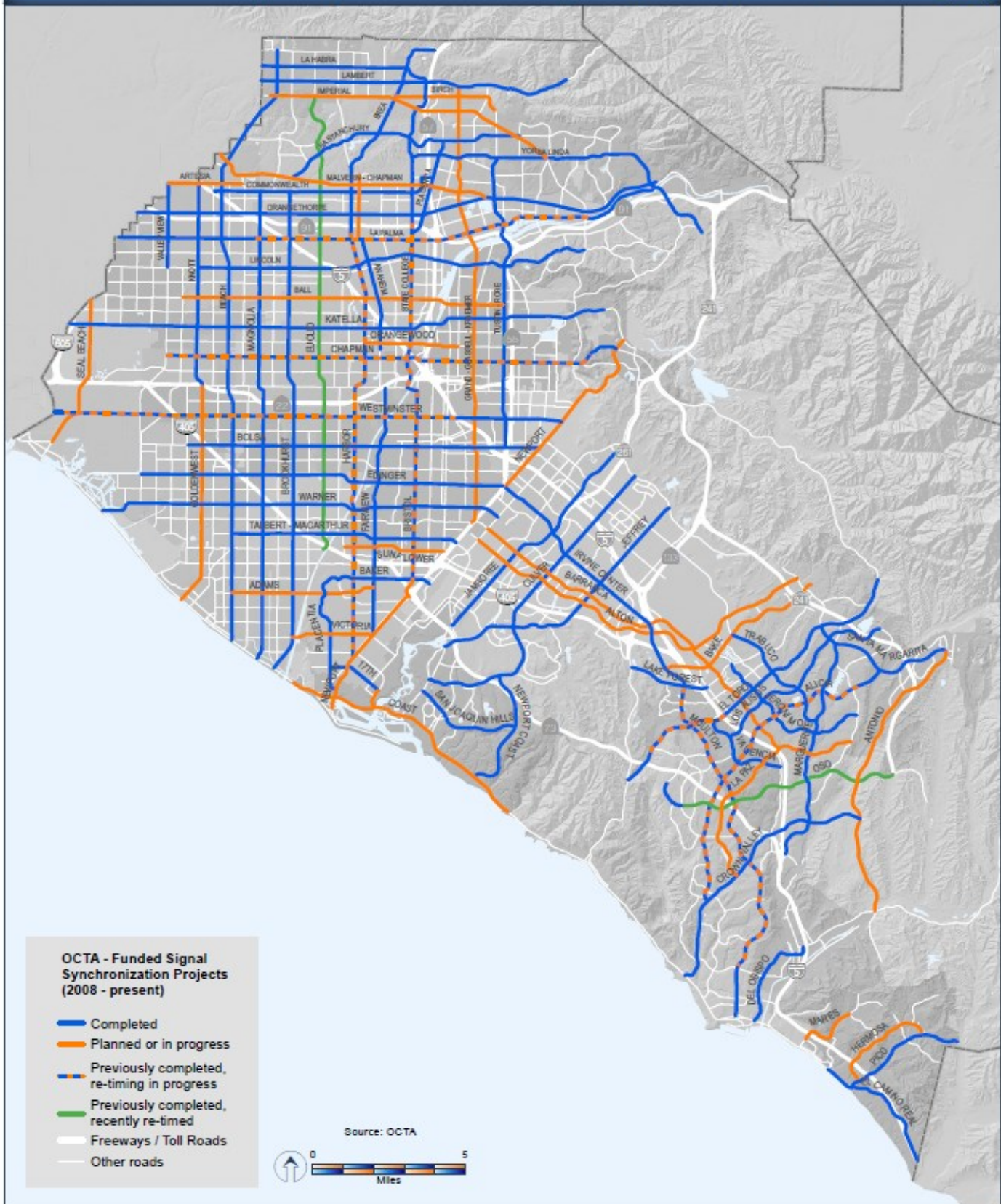
On August 10, 2015, the Board approved approximately \$12 million for the RTSSP 2016 Call for Projects, and authorized staff to open the call that same day. Project applications will be due to OCTA by next quarter, on October 23, 2015. Based on the selection criteria, projects will be prioritized for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

# Measure M2

## Progress Report STREETS & ROADS



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



# Measure M2

## Progress Report

### STREETS & ROADS



## 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 \$193 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

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

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



# Measure M2

## Progress Report

### TRANSIT



## Project R

### High Frequency Metrolink Service

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

### Metrolink Grade Crossing Improvements



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

**Status:** PROJECT COMPLETE

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

### Metrolink Service Expansion Program

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

**Status:** Service Ongoing

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

Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles. Staff continues to work with BNSF, RCTC, and Metro to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. Metrolink has taken the lead in the discussions with the BNSF Railway to evaluate the current shared use and indemnification/liability agreements that govern the use of each agencies respective railroad

# Measure M2

## Progress Report

### TRANSIT



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

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

#### Rail Line & Station Improvements

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

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

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

**Status:** Construction Complete

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

## Project S

#### **Transit Extensions to Metrolink**

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

*Continues on the next page...*

# Measure M2

## Progress Report

### TRANSIT



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

#### Anaheim Rapid Connection (ARC) Project

**Status:** Environmental Phase Underway

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

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

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

**Status:** Project Development Near Completion

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

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

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

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

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

*Continues on the next page...*

# Measure M2

## Progress Report

### TRANSIT



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

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

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

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

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

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

## **Project T**

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

**Status:** Construction Complete

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

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



# Measure M2

## Progress Report

### TRANSIT



## Project U

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

### Senior Mobility Program (SMP)

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

**Status:** Ongoing

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

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

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

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

**Status:** Ongoing

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

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

### Fare Stabilization Program

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

**Status:** Ongoing

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



# Measure M2

## Progress Report

### TRANSIT



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

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

## Project V

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

### Community Based Transit/ Circulators

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

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

# Measure M2

## Progress Report

### TRANSIT



## Project W

### Safe Transit Stops

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

**Status:** Executed All Agreement Documents

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



## Project X

### Environmental Cleanup Program

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

**Status:** Ongoing

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

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

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



## Part of Projects A-M

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

### Freeway Mitigation Program

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

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

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

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

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

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





# Measure M2

## Progress Report

### PROGRAM MGMT



## Program Management Office

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

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

### M2020 Plan Review

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

### 10-Year Review

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

### 2012-2015 M2 Performance Assessment Update

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



#### **Measure M1 Closeout**

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

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

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

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

As a result of the above mentioned factors, OCTA has incurred higher than 1 percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the 1 percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the 1 percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to apply the allocation of state planning funds to areas that are subject to the 1 percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured. Over the last few years, OCTA has experienced underruns in the 1 percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of September, 2015 the outstanding balance is \$3.5 million.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on July 21, 2015, to review the labor reports to ensure costs attributed to the 1 percent cap were accurately reported and there were no misplaced project related costs, as well as to ensure project costs were applied to the correct projects. Staff will meet again on November 11, 2015, to conduct this quarterly review.



*...Continued from previous page*

#### **Taxpayer Oversight Committee**

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

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

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

# Measure M2

## Progress Report

### PROGRAM MGMT



## M2 Financing

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

### Revenue Forecast and Collection

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

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

### Current Forecast

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

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



# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

**Schedule 1**

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

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

**Schedule 2**

(\$ in thousands)	Quarter Ended Sept 30, 2015 (actual)	Year Ended Sept 30, 2015 (actual) (C.1)	Period from Inception through Sept 30, 2015 (actual) (D.1)	Period from October 1, 2015 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 68,829	\$ 68,829	\$ 1,218,201	\$ 14,358,700	\$ 15,576,901
Operating interest	1,593	1,593	12,624	225,040	237,664
Subtotal	<u>70,422</u>	<u>70,422</u>	<u>1,230,825</u>	<u>14,583,740</u>	<u>15,814,565</u>
Other agencies share of M2 costs	14	14	379	-	379
Miscellaneous	-	-	7	-	7
Total revenues	<u>70,436</u>	<u>70,436</u>	<u>1,231,211</u>	<u>14,583,740</u>	<u>15,814,951</u>
<b>Administrative expenditures:</b>					
SBOE fees	881	881	13,198	215,467	228,665
Professional services	232	232	9,384	97,991	107,375
Administration costs :					
Salaries and Benefits	771	771	15,846	143,564	159,410
Other	1,114	1,114	23,073	204,596	227,669
Other	4	4	3,686	24,741	28,427
Capital outlay	-	-	31	-	31
Environmental cleanup	2,417	2,417	10,979	287,174	298,153
Total expenditures	<u>5,419</u>	<u>5,419</u>	<u>76,197</u>	<u>973,533</u>	<u>1,049,730</u>
Net revenues	<u>\$ 65,017</u>	<u>\$ 65,017</u>	<u>\$ 1,155,014</u>	<u>\$ 13,610,207</u>	<u>\$ 14,765,221</u>
		(C.2)	(D.2)	(E.2)	(F.2)
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	2,922	2,922	29,488	25,760	55,248
Interest revenue from debt service funds	1	1	45	54	99
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,923</u>	<u>2,923</u>	<u>388,519</u>	<u>1,475,814</u>	<u>1,864,333</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,776	12,340	16,116
Bond debt principal	-	-	19,875	1,788,652	1,808,527
Bond debt and other interest expense	10,799	10,799	104,723	1,406,306	1,511,029
Total financing expenditures and uses	<u>10,799</u>	<u>10,799</u>	<u>128,374</u>	<u>3,207,298</u>	<u>3,335,672</u>
Net bond revenues (debt service)	<u>\$ (7,876)</u>	<u>\$ (7,876)</u>	<u>\$ 260,145</u>	<u>\$ (1,731,484)</u>	<u>\$ (1,471,339)</u>

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

**Schedule 3**

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

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

*Schedule 3*

Expenditures through Sept 30, 2015 (J)	Reimbursements through Sept 30, 2015 (K)	Net M2 Cost (L)
\$ 2,435	\$ 2	\$ 2,433
3,814	1,439	2,375
59,368	14,504	44,864
1,696	527	1,169
4	-	4
6,742	23	6,719
44,477	9,823	34,654
26,105	503	25,602
12,067	912	11,155
6,915	5,294	1,621
36,961	3,192	33,769
3,003	44	2,959
611	16	595
113	-	113
43,836	1,688	42,148
248,147	37,967	210,180
27,644	-	27,644
<u>\$ 275,791</u>	<u>\$ 37,967</u>	<u>\$ 237,824</u>
		26.7%

\$ 508,484	\$ 255,183	\$ 253,301
16,703	1,257	15,446
<u>193,635</u>	<u>77</u>	<u>193,558</u>
718,822	256,517	462,305
32,178	-	32,178
<u>\$ 751,000</u>	<u>\$ 256,517</u>	<u>\$ 494,483</u>
		55.4%

Expenditures through Sept 30, 2015 (J)	Reimbursements through Sept 30, 2015 (K)	Net M2 Cost (L)
\$ 157,099	\$ 88,668	\$ 68,431
4,252	1,775	2,477
98,210	60,956	37,254
32,143	17	32,126
1,083	99	984
41	26	15
292,828	151,541	141,287
18,720	-	18,720
<u>\$ 311,548</u>	<u>\$ 151,541</u>	<u>\$ 160,007</u>
		17.9%
<u>\$ 1,338,339</u>	<u>\$ 446,025</u>	<u>\$ 892,314</u>

*Continues on following page*



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

**Schedule 3**

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

# Measure M2

## Progress Report

### REVENUE & EXPENDITURES



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

**Schedule 3**

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

# Measure M2

## Progress Report

### LOCAL FAIR SHARE



## M2 FUNDS

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



# Measure M2

## Progress Report LOCAL FAIR SHARE



### M2 FUNDS

ENTITY	1st Quarter FY 2015/16	FUNDS TO DATE
LA PALMA	\$41,760.33	\$1,084,955.61
LOS ALAMITOS	\$31,022.24	\$788,190.20
MISSION VIEJO	\$224,355.86	\$5,724,169.65
NEWPORT BEACH	\$263,438.80	\$6,674,965.05
ORANGE	\$394,872.21	\$9,966,588.74
PLACENTIA	\$114,156.81	\$2,886,059.71
RANCHO SNATA MARGARITA	\$101,472.02	\$2,592,015.66
SAN CLEMENTE	\$132,232.54	\$3,381,512.83
SAN JUAN CAPISTRANO	\$91,218.99	\$2,321,653.62
SANTA ANA	\$665,861.13	\$16,862,500.72
SEAL BEACH	\$58,467.17	\$1,591,676.41
STANTON	\$72,075.49	\$1,842,459.93
TUSTIN	\$213,342.49	\$5,377,437.83
VILLA PARK	\$12,510.87	\$317,464.56
WESTMINSTER	\$204,320.32	\$5,210,182.38
YORBA LINDA	\$144,168.71	\$3,647,022.81
COUNTY UNINCORPORATED	\$444,197.65	\$11,040,659.03
<b>TOTAL M2 FUNDS</b>	<b>\$7,614,456.76</b>	<b>\$192,696,699.82</b>



# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
FREEWAY PROJECTS					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$91.9	Jun-09	Oct-11	Oct-13	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$66.0	Jun-09	Oct-11	Jan-13	Dec-17
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$79.3	Sep-05	Jun-09	Dec-11	Dec-15
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Oct-14	Sep-16
I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Jan-18	Apr-22
Project C & D	\$151.9	Oct-11	May-14	Jan-18	Apr-22
I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$196.2	Oct-11	May-14	Jun-17	Mar-22
I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Jun-18	Sep-22
Project C	\$133.6	Oct-11	May-14	Jun-18	Sep-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Nov-16	Oct-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	May-14	Jan-18	TBD	TBD
I-5, SR-55 to SR-57	\$37.1	Jul-11	Jun-13	Mar-17	Feb-20
Project A	\$36.9	Jun-11	Apr-15	Mar-17	Feb-20

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

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

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Jan-15	Oct-18	TBD	TBD
Project I	TBD	<b>Jan-15</b>	Oct-18	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.1	<b>Jul-08</b>	<b>May-11</b>	<b>Feb-13</b>	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$79.9	<b>Jul-07</b>	<b>Apr-09</b>	<b>Aug-10</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	<b>Feb-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	<b>Mar-05</b>	<b>Dec-07</b>	<b>Dec-08</b>	<b>Jan-11</b>
I-405, I-5 to SR-55	TBD	Dec-14	Aug-17	TBD	TBD
Project L	TBD	<b>Dec-14</b>	Dec-17	TBD	TBD
I-405 Southbound, SR-133 to University Dr.	TBD	Mar-15	Aug-16	TBD	TBD
Project L	\$16.4	<b>Mar-15</b>	Aug-16	Jun-17	Feb-19
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,700.0**	<b>Mar-09</b>	<b>May-15</b>	Nov-15	Oct-22
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Jul-16	Jun-18	TBD	TBD
<b>GRADE SEPARATION PROJECTS:</b>					
Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.8	N/A	<b>Sep-03</b>	<b>Jul-10</b>	Oct-15
Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$116.5	<b>Feb-09</b>	<b>Nov-09</b>	<b>Dec-12</b>	Aug-18

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

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

# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.7	<b>Dec-08</b>	<b>Apr-11</b>	<b>Feb-13</b>	May-18
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.3	<b>Jan-01</b>	<b>May-01</b>	<b>Jun-10</b>	<b>Dec-14</b>
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.7	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-10</b>	<b>Dec-14</b>
Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.4	<b>Jan-01</b>	<b>Sep-09</b>	<b>Oct-11</b>	Sep-16
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$98.3	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jul-11</b>	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$99.8	<b>Jan-01</b>	<b>Sep-09</b>	<b>Jan-13</b>	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	<b>Oct-14</b>	Jun-16	TBD	TBD
<b>RAIL AND STATION PROJECTS:</b>					
Rail-Highway Grade Crossing Safety Enhancements	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$90.4	<b>Jan-08</b>	<b>Oct-08</b>	<b>Sep-08</b>	<b>Dec-11</b>
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.3	<b>Sep-10</b>	<b>Jul-11</b>	<b>Jun-12</b>	<b>Mar-14</b>
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	May-16	Jan-19
Project R	\$25.3	<b>Aug-11</b>	<b>Mar-14</b>	Jul-16	Apr-19

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



# Measure M2

## Progress Report

### CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Anaheim Rapid Connection (schedule on hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	<b>Jan-09</b>	TBD	TBD	TBD
OC Streetcar	TBD	Aug-09	Mar-12	TBD	TBD
Project S	\$297.3	<b>Aug-09</b>	<b>Mar-15</b>	May-17	Jun-20
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
Project R	TBD	<b>Jan-03</b>	<b>May-07</b>	<b>Feb-11</b>	TBD
Anaheim Canyon Station	TBD	TBD	TBD	TBD	TBD
Project R	\$21.0	Dec-15	Jan-17	Nov-18	Jul-20
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
Project R	\$18.6	<b>Dec-09</b>	Jan-16	Jan-16	Jun-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
Project R	\$4.0	N/A	N/A	<b>Dec-13</b>	Sep-16
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jul-13	Jan-14	Aug-14	Feb-16
Project R	\$3.8	<b>Jul-13</b>	<b>Feb-14</b>	<b>Jul-15</b>	Feb-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$230.4	<b>Apr-09</b>	<b>Feb-12</b>	<b>May-12</b>	<b>Dec-14</b>

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



LOS ANGELES

SAN BERNARDINO

# ORANGE COUNTY

*California*

RIVERSIDE

SAN DIEGO










## COMMITTEE TRANSMITTAL

**January 11, 2016**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert,  Clerk of the Board  
**Subject:** Measure M Closeout and Quarterly Update

### Executive Committee Meeting of January 4, 2016

**Present:** Chairman Lalloway, Vice Chair Donchak, and Directors Hennessey, Murray, Nelson, Spitzer, and Ury  
**Absent:** Director Steel

### **Committee Vote**

This item was passed by the Members present.

### **Committee Recommendations**

- A. Reaffirm the Board of Directors' March 14, 2011, decision to use the balance of Measure M1 freeway funds for the qualifying Measure M2 Interstate 5 widening project between Avenida Pico and Pacific Coast Highway. The Measure M1 freeway funds will remain in the general fund per prior Board of Directors action to ensure delivery of the Interstate 405 West County Connectors final project closeout, and then be moved to Measure M2 as described above.
- B. Reaffirm the Board of Directors' action on November 23, 2009, to allocate the remaining Measure M1 Streets and Roads funds to Measure M2 eligible projects through the Regional Capacity Program call for projects. A portion of Measure M1 streets and roads funds will remain in the general fund per prior Board of Directors action, to be paid to the City of Yorba Linda once delivery of the Yorba Linda Smart Streets Project is complete.
- C. Reaffirm the Board of Directors' decision on November 28, 2005, to use Measure M1 transit funds for Metrolink operations through the Metrolink Service Expansion Program, and the January 28, 2008 adoption, as well as subsequent adoptions of the Comprehensive Business Plan referencing planned uses of the Measure M1 transit fund balance for ongoing Metrolink operations. The remaining balance will be transferred to the newly created Measure M2 Commuter Urban Rail Endowment fund for this purpose.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M Closeout and Quarterly Update**

### **Staff Report**



**January 4, 2016**

**To:** Executive Committee  
**From:** Darrell Johnson, Chief Executive Officer  
**Subject:** Measure M Closeout and Quarterly Update

### **Overview**

In a series of actions prior to the sunset of Measure M1 revenue collection, the Orange County Transportation Authority approved a set of recommendations to guide the closeout of the 1990 Measure M Program. While some of the actions were put in place, a few were deferred on the use of the remaining balance of Measure M funds until final program closeout to allow flexibility in addressing any potential project closeout needs. June 30, 2015 marked the final closeout of Measure M1. A summary of program accomplishments along with final close out activities and recommendations are included for review and approval.

### **Recommendations**

- A. Reaffirm the Board of Directors' March 14, 2011, decision to use the balance of Measure M1 freeway funds for the qualifying Measure M2 Interstate 5 widening project between Avenida Pico and Pacific Coast Highway. The Measure M1 freeway funds will remain in the general fund per prior Board of Directors action to ensure delivery of the Interstate 405 West County Connectors final project closeout, and then be moved to Measure M2 as described above.
- B. Reaffirm the Board of Directors' action on November 23, 2009, to allocate the remaining Measure M1 Streets and Roads funds to Measure M2 eligible projects through the Regional Capacity Program call for projects. A portion of Measure M1 streets and roads funds will remain in the general fund per prior Board of Directors action, to be paid to the City of Yorba Linda once delivery of the Yorba Linda Smart Streets Project is complete.
- C. Reaffirm the Board of Directors' decision on November 28, 2005, to use Measure M1 transit funds for Metrolink operations through the Metrolink Service Expansion Program, and the January 28, 2008 adoption,

as well as subsequent adoptions of the Comprehensive Business Plan referencing planned uses of the Measure M1 transit fund balance for ongoing Metrolink operations. The remaining balance will be transferred to the newly created Measure M2 Commuter Urban Rail Endowment fund for this purpose.

### ***Background***

The Local Transportation Ordinance No. 2 (Measure M [M1]) and the Traffic Improvement and Growth Management Plan became effective on April 1, 1991, following approval of a ballot measure in November 1990. Over the 20-year period while M1 was in effect, the Orange County Transportation Authority (OCTA) received \$4.07 billion in sales tax revenue available for projects described in the M1 Plan. Through effective project management, strategic use of bonding, and acquisition of \$1.2 billion in state and federal funds, OCTA provided mobility sooner, and successfully fulfilled the promise to the voters. OCTA, through cost savings, also managed to complete an additional freeway project and provided local funding to portions of the West County Connectors Project.

In addition to the acquired state and federal funds that Measure M was able to leverage, M1 alone contributed \$1.75 billion in the delivery of freeway improvements. Most of the freeway projects were completed in the first ten years of the program. This accelerated timetable resulted in efficiencies, allowing another project to be added, the widening of the Garden Grove Freeway (State Route 22), which added a high-occupancy vehicle lane and auxiliary lanes, as well as funding for portions of the West County Connectors Project that were not eligible for federal funding. In total, Measure M delivered 30 major freeway projects adding 192 lane miles of freeway capacity.

Streets and roads received 21 percent, or \$1.3 billion, of M1 funds which resulted in more than 1,000 local street improvement projects. A total of 170 of Orange County's busiest intersections were improved, resulting in a ten percent decrease in intersection congestion. M1 accounted for approximately \$600 million received by local agencies to fix potholes, and repair and maintain aging streets. Following completion of the funded city projects, cost savings were realized in the amount of \$55 million. Per prior Board of Directors (Board) direction, this savings has been designated for Measure M2 (M2)-eligible projects, providing funding to the Regional Capacity Program for local jurisdictions to compete through M2 annual calls for projects.

M1 provided \$1 billion in transit improvements, making Metrolink rail service possible in Orange County. Today, Metrolink provides service on three Orange County lines, covering 68 route miles with 11 stations, and accounts for over 4.5 million annual passenger trips. Additionally, the transit program helped stabilize bus fares for seniors and persons with disabilities. The transit category has a balance of approximately \$130 million that is designated to be used for

Metrolink operations per prior Board direction and has been included in assumptions to date.

In March 2011, the Board approved the Measure M Sunset Action Plan which provided staff direction on how to allocate the remaining balance from the M1 freeway program. The approved recommended action was to designate the remaining balance of M1 freeway funds to M2's Interstate 5 (I-5) Widening Project between Avenida Pico and Pacific Coast Highway. Additionally, on November 23, 2009, the Board authorized the allocation of remaining M1 streets and roads funds to M2 eligible projects. Lastly, on November 28, 2005, the Board approved the transfer of remaining M1 transit funds for Metrolink operations and the Metrolink Service Expansion Program, and the January 28, 2008, and subsequent adoption of the Comprehensive Business Plan referenced use of M1 transit funds for on-going Metrolink operations.

Although a plan for each of the programs was identified, action was deferred on some elements to allow flexibility in addressing any potential impacts in the delivery of the remaining open projects. With the final closeout of M1 taking place on June 30, 2015, final closeout actions are identified and included for Board action to reaffirm the plan put in place during the sunset years of M1.

### ***Discussion***

While the collection of M1 sales tax revenues concluded on April 1, 2011, projects and programs continued through the closeout period. Final net sales tax revenue collection for the 20-year M1 Program was \$4.07 billion. The current balance for M1 is approximately \$163.3 million. Approximately \$23.1 million of this balance is from the Freeway Program, and approximately \$130.8 million is from the Transit Program. The estimated balance in the Freeway Program includes anticipated proceeds from the sale of excess parcels.

For the three modes - streets and roads, transit, and freeways, the following actions are being followed by staff. Per prior Board direction in March 2011, the remaining streets and roads balance has been transferred to the streets and roads mode in M2 for projects that are consistent and related to the original M1 Expenditure Plan, with a portion of M1 streets and roads funds remaining in the general fund per the Board's adoption of the fiscal year (FY) 2015-16 budget, to be paid to the City of Yorba Linda, once delivery of the Yorba Linda Smart Street Project is complete.

For the transit mode, the Board provided prior direction for staff to transfer the remaining balance in the M1 transit category to OCTA's Commuter Urban Rail Endowment fund. However, a change in accounting principle does not allow for this to happen as planned. Instead, the transit funds will be deposited into the newly created M2 Commuter Urban Rail Endowment operating fund for the provision of Metrolink service.

For the freeway balance, the funds will remain in the general fund per the Board's adoption of the FY 2015-16 budget, to be used for final closeout activities related to the West County Connectors projects, as well as a few other remaining freeway closeout activities. Consistent with prior Board direction, the remaining funds will be directed to the M2 I-5 Widening Project between Avenida Pico and Pacific Coast Highway after the West County Connectors project is closed out, and the final remaining fund balance is determined.

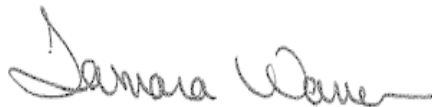
The final M1 schedule of revenues and expenditures summary report, as of June 30, 2015, is included as Attachment A.

***Summary***

M1 has concluded and fulfilled the promise of congestion relief to voters. Remaining fund balances have been finalized, and final action by the Board to confirm the allocation of the remaining balance is recommended. Based on prior Board direction, the plan is to use the available balances to advance the M2 I-5 Freeway Project, as well as provide for Metrolink rail operations and fund M2 eligible streets and roads projects through the regional capacity program call for projects.

***Attachment***

- A. Measure M1 – Schedule of Revenues, Expenditures, and Changes in Fund Balance as of June 30, 2015 (Unaudited)

**Prepared by:**

Tamara Warren  
Manager, Program Management Office  
(714) 560-5590

**Approved by:**

Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M Closeout and Quarterly Update**

### **Attachment A**

## Measure M1

Schedule 1

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

(\$ in thousands)	Year to Date June 30, 2015 (A)	Period from Inception through June 30, 2015 (B)
Revenues:		
Sales taxes	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:		
Project related	8,923	600,511
Non-project related	-	620
Interest:		
Operating:		
Project related	-	1,745
Non-project related	1,386	271,549
Bond proceeds	-	136,067
Debt service	-	82,054
Commercial paper	-	6,072
Orange County bankruptcy recovery	-	42,268
Capital grants	-	156,434
Right-of-way leases	278	6,868
Proceeds on sale of assets held for resale	2,940	29,771
Miscellaneous:		
Project related	-	27
Non-project related	-	777
	<hr/>	<hr/>
Total revenues	13,527	5,338,735
Expenditures:		
Supplies and services:		
State Board of Equalization (SBOE) fees	-	56,883
Professional services:		
Project related	1,334	209,985
Non-project related	259	36,298
Administration costs:		
Project related	563	24,662
Non-project related	233	96,584
Orange County bankruptcy loss	-	78,618
Other:		
Project related	83	2,204
Non-project related	28	16,004
Payments to local agencies:		
Turnback	909	594,918
Other	7,440	969,592
Capital outlay	6,433	2,108,660
Debt service:		
Principal payments on long-term debt	-	1,003,955
Interest on long-term debt and commercial paper	-	561,842
	<hr/>	<hr/>
Total expenditures	17,282	5,760,205
Excess (deficiency) of revenues over (under) expenditures	<hr/>	<hr/>
	(3,755)	(421,470)
Other financing sources (uses):		
Transfers out:		
Project related	(181,949)	(591,381)
Non-project related	-	(5,116)
Transfers in: project related	-	1,829
Bond proceeds	-	1,169,999
Advance refunding escrow	-	(931)
Payment to refunded bond escrow agent	-	(152,930)
	<hr/>	<hr/>
Total other financing sources (uses)	(181,949)	421,470
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<hr/>	<hr/>
	\$ (185,704)	\$ -



**Measure M1**  
**Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)**  
**as of June 30, 2015**  
**(Unaudited)**

(\$ in thousands)	Year Ended June 30, 2015 (actual) (C.1)	Period from Inception through June 30, 2015 (actual) (D.1)
<b>Tax revenues:</b>		
Sales taxes	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	620
Operating interest	1,386	271,549
Orange County bankruptcy recovery	-	20,683
Miscellaneous, non-project related	-	777
Total tax revenues	<u>1,386</u>	<u>4,297,601</u>
<b>Administrative expenditures:</b>		
SBOE fees	-	56,883
Professional services, non-project related	259	27,437
Administration costs, non-project related	233	96,584
Transfers out, non-project related	-	5,116
Orange County bankruptcy loss	-	29,792
Other, non-project related	28	6,904
Total administrative expenditures	<u>520</u>	<u>222,716</u>
Net tax revenues	<u>\$ 866</u>	<u>\$ 4,074,885</u>
	(C.2)	(D.2)
<b>Bond revenues:</b>		
Proceeds from issuance of bonds	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	136,067
Interest revenue from debt service funds	-	82,054
Interest revenue from commercial paper	-	6,072
Orange County bankruptcy recovery	-	21,585
Total bond revenues	<u>-</u>	<u>1,415,777</u>
<b>Financing expenditures and uses:</b>		
Professional services, non-project related	-	8,861
Payment to refunded bond escrow	-	153,861
Bond debt principal	-	1,003,955
Bond debt interest expense	-	561,842
Orange County bankruptcy loss	-	48,826
Other, non-project related	-	9,100
Total financing expenditures and uses	<u>-</u>	<u>1,786,445</u>
Net bond revenues (debt service)	<u>\$ -</u>	<u>\$ (370,668)</u>

**Measure M1**  
**Schedule of Revenues and Expenditures Summary**  
**as of June 30, 2015**  
**(Unaudited)**

Project Description	Total Net Tax Revenues	Expenditures through June 30, 2015	Reimbursements through June 30, 2015	Net Project Cost
(E)	(F)	(G)	(H)	(I)
(\$ in thousands)				
<b>Freeways (43%)</b>				
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,555	\$ 881,984	\$ 91,030	\$ 790,954
I-5 between I-5/I-405 Interchange and San Clemente	68,766	70,294	10,358	59,936
I-5/I-405 Interchange	87,279	98,157	25,082	73,075
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,186	55,514	6,173	49,341
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,093	25,617	2,859	22,758
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,629	123,995	18,606	105,389
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,692	697,929	359,099	338,830
Subtotal Projects	1,752,200	1,953,490	513,207	1,440,283
Net (Bond Revenue)/Debt Service	-	311,917	-	311,917
<b>Total Freeways</b>	<b>\$ 1,752,200</b>	<b>\$ 2,265,407</b>	<b>\$ 513,207</b>	<b>\$ 1,752,200</b>
<b>%</b>				<b>43.0%</b>
<b>Regional Street and Road Projects (11%)</b>				
Smart Streets	\$ 153,681	\$ 163,441	\$ 12,756	\$ 150,685
Regionally Significant Interchanges	89,647	89,226	146	89,080
Intersection Improvement Program	128,068	131,446	3,946	127,500
Traffic Signal Coordination	64,034	69,303	3,986	65,317
Transportation Systems Management and Transportation Demand Management	12,807	13,463	217	13,246
Subtotal Projects	448,237	466,879	21,051	445,828
Net (Bond Revenue)/Debt Service	-	2,409	-	2,409
<b>Total Regional Street and Road Projects</b>	<b>\$ 448,237</b>	<b>\$ 469,288</b>	<b>\$ 21,051</b>	<b>\$ 448,237</b>
<b>%</b>				<b>11.0%</b>

**Measure M1**  
**Schedule of Revenues and Expenditures Summary**  
**as of June 30, 2015**

(Unaudited)

Project Description	Total Net Tax Revenues	Expenditures through June 30, 2015	Reimbursements through June 30, 2015	Net Project Cost
(E)	(F)	(G)	(H)	(I)
(\$ in thousands)				
<b>Local Street and Road Projects (21%)</b>				
Master Plan of Arterial Highway Improvements	\$ 160,793	\$ 162,393	\$ 1,600	\$ 160,793
Streets and Roads Maintenance and Road Improvements	594,933	594,933	-	594,933
Growth Management Area Improvements	100,000	101,212	1,212	100,000
	<hr/>	<hr/>	<hr/>	<hr/>
Subtotal Projects	855,726	858,538	2,812	855,726
Net (Bond Revenue)/Debt Service	-	-	-	-
	<hr/>	<hr/>	<hr/>	<hr/>
<b>Total Local Street and Road Projects</b>	<b>\$ 855,726</b>	<b>\$ 858,538</b>	<b>\$ 2,812</b>	<b>\$ 855,726</b>
<b>%</b>				<b>21.0%</b>
<hr/>				
<b>Transit Projects (25%)</b>				
Pacific Electric Right-of-Way	\$ 19,717	\$ 17,513	\$ 3,588	\$ 13,925
Commuter Rail	367,772	428,582	60,805	367,777
High-Technology Advanced Rail Transit	446,923	592,109	158,957	433,152
Elderly and Handicapped Fare Stabilization	20,000	20,000	-	20,000
Transitways	164,310	164,291	36,765	127,526
	<hr/>	<hr/>	<hr/>	<hr/>
Subtotal Projects	1,018,722	1,222,495	260,115	962,380
Net (Bond Revenue)/Debt Service	-	56,342	-	56,342
	<hr/>	<hr/>	<hr/>	<hr/>
<b>Total Transit Projects</b>	<b>\$ 1,018,722</b>	<b>\$ 1,278,837</b>	<b>\$ 260,115</b>	<b>\$ 1,018,722</b>
<b>%</b>				<b>25.0%</b>
<hr/>				
<b>Total Measure M1 Program</b>	<b>\$ 4,074,885</b>	<b>\$ 4,872,070</b>	<b>\$ 797,185</b>	<b>\$ 4,074,885</b>





COMMITTEE TRANSMITTAL

**January 11, 2016**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert, Clerk of the Board  
**Subject:** Countywide Pavement Management Plan Guidelines Updates

Regional Planning and Highways Committee Meeting of January 4, 2016

**Present:** Directors Bartlett, Donchak, Miller, Nelson, Spitzer, and Ury  
**Absent:** Director Lalloway

**Committee Vote**

This item was passed by the Members present.

**Committee Recommendation**

Approve the proposed revisions to the Countywide Pavement Management Plan Guidelines.




**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Countywide Pavement Management Plan Guidelines  
Updates**

**Staff Report**



***January 4, 2016***

**To:** Regional Planning and Highways Committee  
**From:** Darrell Johnson, Chief Executive Officer   
**Subject:** Countywide Pavement Management Plan Guidelines Updates

***Overview***

The Countywide Pavement Management Plan Guidelines were approved by the Orange County Transportation Authority Board of Directors on May 24, 2010, and subsequently revised in 2012 and 2015, consistent with requirements in the Measure M2 Ordinance. Updates to the Countywide Pavement Management Plan Guidelines are presented for review and approval.

***Recommendation***

Approve the proposed revisions to the Countywide Pavement Management Plan Guidelines.

***Background***

In 2006, Orange County Transportation Authority (OCTA) staff conducted a countywide assessment of existing and future pavement needs and developed uniform criteria for local pavement management plan systems. On May 24, 2010, the Board of Directors (Board) approved the Countywide Pavement Management Plan Guidelines (Guidelines) to develop a consistent methodology for local agencies to report pavement conditions.

The Guidelines are provided to evaluate countywide pavement conditions, monitor changes in pavement conditions, anticipate expected improvements, and verify compliance with the Measure M2 Ordinance. Minor revisions have been made to the Guidelines to reflect lessons learned since the initial adoption.

***Discussion***

OCTA staff identified areas of improvement in the Guidelines, which were presented to the Technical Advisory Committee (TAC) for discussion.

Recommended adjustments included:

1. Section 2.6 – Acceptability Criteria – Modified criteria for prequalification/calibration of inspectors to ensure consistency and accuracy in the evaluation of pavement conditions and to better reflect actual desired performance of field inspectors. The changes in the criteria are expected to expand the list of pre-qualified inspectors.
2. Chapter 3 – Added the Countywide Pavement Management Plan (PMP) agency submittal checklist as a required submittal.
3. Appendices – Added Appendices A, D, and E, including the PMP submittal checklist, list of prequalified pavement inspection consultants and local agencies, and “recommendations for pavement inspector,” respectively.

Additional minor revisions were made to the PMP Guidelines and certification form for internal consistency.

The TAC reviewed the proposed revisions to the Guidelines. The Guidelines were recommended for Board approval by the TAC on October 28, 2015.

### ***Summary***

The Guidelines are established to provide a consistent method to receive comparable data, determine current road pavement conditions, and anticipated future needs. Minor modifications to the Guidelines are presented to reflect experience gained from previous pavement management plan submittals

### ***Attachment***

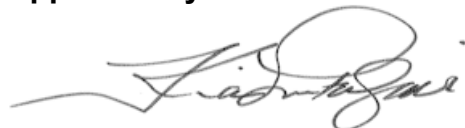
- A. OCTA – Countywide Pavement Management Plan Guidelines – January 2016

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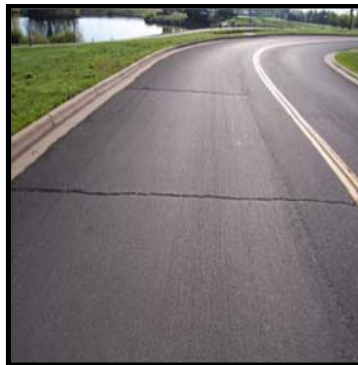
**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Countywide Pavement Management Plan Guidelines  
Updates**

**Attachment A**



# Countywide Pavement Management Plan Guidelines



January 2016

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**Countywide Pavement Management Plan Guidelines**  
Effective January 11, 2016

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## **Chapter 1 – Introduction**

On November 6, 1990, the voters in Orange County approved a ½-cent sales tax for transportation improvements known as Measure M. This sales tax includes funding for streets and roads that is available to local agencies through both a formula distribution and a competitive process. On November 6, 2006, voters approved a renewal of Measure M to continue the ½-cent sales tax for thirty years, beginning in 2011.

### **1.1 Eligibility Requirements**

One of the eligibility requirements included in the Measure M2 (M2) specifies that each local jurisdiction must adopt and update a Pavement Management Plan (PMP) every two years. All agencies must use a common format as part of the countywide pavement management effort conforming to American Society for Testing and Materials (ASTM) Standard D6433. In 2010, [Orange County Transportation Authority \(OCTA\)](#) adopted MicroPaver as the countywide standard ~~Pavement Management Plan~~ PMP software and all agencies participating in Measure M were required to adopt this software for consistency in reporting pavement management conditions. In 2011, all local agencies submitted PMPs that were in conformance with the requirements in the PMP Guidelines. Local agencies may now also utilize Streets Saver, since it is in conformance with ASTM Standard D6433. The PMP must include:

- The current status of road pavement conditions;
- A seven-year plan for road maintenance and rehabilitation (including projects, funding, and unfunded backlog of pavement needs);
- The projected pavement condition resulting from the maintenance and rehabilitation plan; and
- Alternative strategies and costs necessary to improve road pavement conditions.

### **1.2 Local Match Reduction**

In addition to the above requirements, a local agency match reduction of 10% of the eligible cost for projects submitted for consideration of funding through the M2 Comprehensive Transportation Funding Programs (CTFP) call for projects is available if the local jurisdiction either:

- a. Shows measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local street categories;

or -

- b. Have road pavement conditions during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

### 1.3 Background

The primary goal of these guidelines is to ensure consistent field data collection and reporting procedures so that countywide funding allocations can be based on agency comparable pavement conditions.

The key is to ensure a reliable, consistent and uniform approach to data collection.

Given that all agencies are using uniform data collection procedures, OCTA can answer typical questions such as:

- What is the average countywide condition of local streets and roads? For individual streets? For Arterial Highways?
- Which streets have a higher priority and need to be funded first?
- How much does it cost to bring them up to an acceptable condition?
- How much will it cost to maintain them in an acceptable condition over the next seven years or more?
- What are the impacts on pavement condition at the existing funding levels?

Training is provided, periodically, by OCTA to maintain consistency in data collection procedures and assist local agencies in the use of pavement management software.

## **Chapter 2 – Pavement Management Plan Guidelines**

These guidelines and procedures are necessary for Orange County agencies to implement and update their ~~pavement management plans~~ PMPs with respect to conducting condition surveys. This is required to certify conformance with the criteria stated in OCTA's Ordinance No. 3. This ordinance requires that a ~~Pavement Management Plan~~ PMP be in place and maintained to qualify for allocation of net revenues generated from Measure M2. A copy of Ordinance No. 3 is available from OCTA. A copy of the ~~Pavement Management Plan~~ (PMP) certification is included in Appendix BA. This is part of the submittals required for each agency (see Chapter 3).

The pavement management guidelines are discussed under the following categories:

1. Condition Survey Protocols
2. Inspection Frequency
3. Countywide Assessment Standards
4. Quality Assurance/Quality Control (QA/QC) Plan
5. Re-inspections
6. Prequalification/Calibration of Inspectors
7. Pavement Management Software ~~and inspection~~-Training
8. ~~Computer~~ Pavement Management Data Files

### **2.1 Condition Survey Protocols**

In 1998, OCTA adopted condition survey protocols that required the collection of certain surface distresses as a minimum for both asphalt concrete and Portland cement concrete pavements. These distresses were common to the variety of pavement management systems then in use by Orange County local agencies. Based on the usage of a common county-wide software, it is now possible to include all of the distresses in ASTM Standard D6433 "Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys" in these Guidelines. These surface distresses are as follows:

#### **Asphalt Concrete (AC)**

1. Alligator or Fatigue Cracking
2. Bleeding
3. Block Cracking
4. Bumps and Sags
5. Corrugation
6. Depression
7. Edge Cracking
8. Joint Reflection Cracking
9. Lane/ Shoulder Drop-off
10. Longitudinal Cracking
11. Patching and Utility Cut Patching
12. Polished Aggregate
13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Raveling
20. Weathering (Surface Wear)

## Portland Cement Concrete (PCC)

1. Blowup/ Buckling
2. Corner Break
3. Divided Slab
4. Durability ("D") Cracking
5. Faulting
6. Joint Seal Damage
7. Lane/ Shoulder Drop-Off
8. Linear Cracking
9. Patching, Large And Utility Cuts
10. Patching, Small
11. Polished Aggregate
12. Popouts
13. Pumping
14. Punchout
15. Railroad Crossing
16. Scaling
17. Shrinkage Cracks
18. Spalling, Corner
19. Spalling, Joint

The distress definitions, severity levels, and measurement methods are based on criteria described in Pavement Management for Airports, Roads and Parking Lots<sup>1</sup>. This reference has been formalized as ASTM Standard D6433<sup>2</sup> (~~ASTM is the American Society for Testing and Materials~~). ASTM's copyright does not allow for electronic distribution or copying of this standard. However, a link to purchase the standard is included in the footnote. OCTA's guidelines follow ASTM D6433, with a few minor exceptions ~~as noted below~~.

In addition, field manuals are available from the American Public Works Association (APWA)<sup>3,4</sup>. The field manuals include photographs of distress types and detailed descriptions and definitions, and are intended for the field inspector. All personnel involved with inspection or performing condition surveys must have read and understood these manuals.

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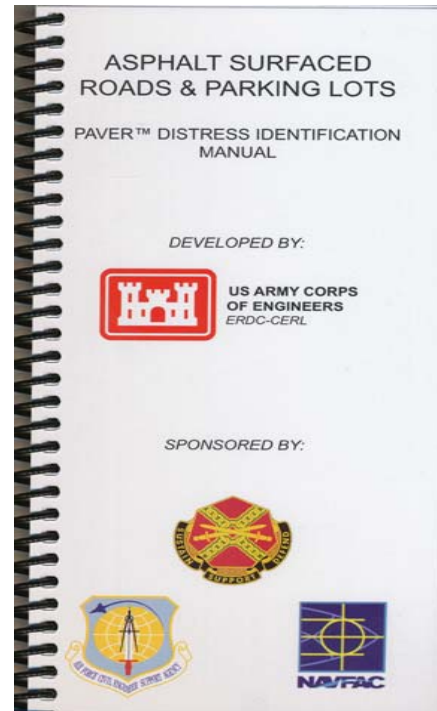
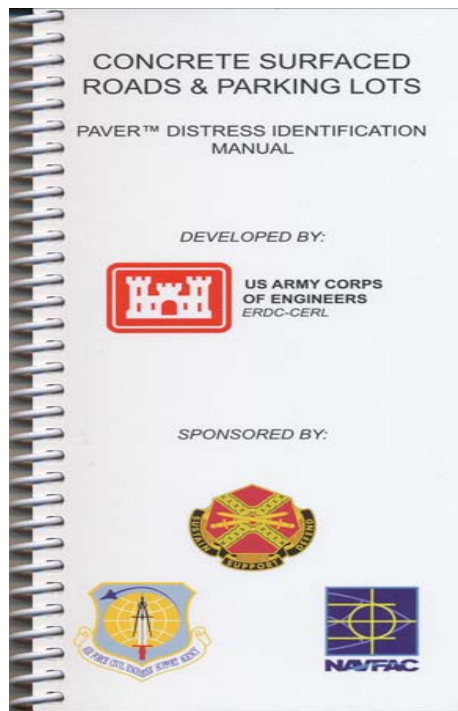
<sup>1</sup> Shahin, M.Y. *Pavement Management for Airports, Roads and Parking Lots*, Chapman & Hall, 1994.

<sup>2</sup> ASTM D6433 – *Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*. A copy may be purchased at <http://www.astm.org/Standards/D6433.htm>.

<sup>3</sup> *Paver Distress Identification Manual: Asphalt-Surfaced Roads and Parking Lots*, U.S. Army Corps of Engineers, Construction Engineering Research Laboratories, June 2009. To purchase, go to [www.apwa.net](http://www.apwa.net).

<sup>4</sup> *Paver Concrete Distress Identification Manual: Concrete Surfaced Roads and Parking Lots*, U.S. Army Corps of Engineers, Construction Engineering Research Laboratories, June 2009. To purchase go to [www.apwa.net](http://www.apwa.net).





Note that both ASTM D6433 and these field manuals contain 20 distresses and 19 distresses for AC and PCC pavements, respectively. These distresses are now required for data collection.

OCTA allows windshield, walking, and calibrated automated surveys. It is recommended that windshield surveys be supplemented with walking surveys.

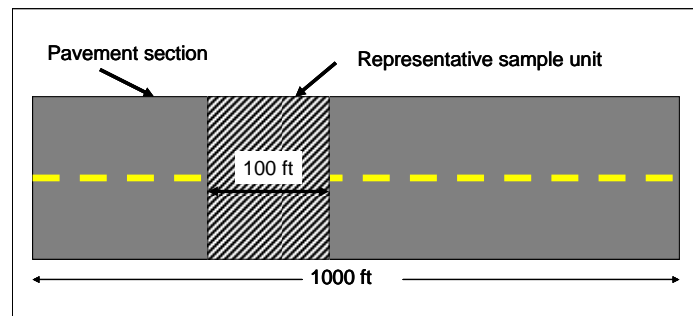
In a windshield survey, the inspector travels in a vehicle at slow speeds (5 to 10 mph) and observes the pavement condition from within the vehicle. The entire length of the pavement section is driven and observed. A driver is required for safety reasons, with the inspector/recorder in the passenger side of the vehicle. The inspector should have a list of street sections to be surveyed and a planned route.

The entire pavement section is surveyed and the distress data are estimated and recorded. In situations where the distresses need closer examination, or where there are difficulties in observation, the inspector should stop the vehicle and walk the pavement section to verify the distresses observed from the vehicle.

All field data collection procedures should conform to the local agency's safety practices and should be included in the QA/QC Plan (see Section 2.4).

When walking surveys are used, the following procedure should be followed:

1. Each pavement section must be inspected using sample units. Individual sample units should be representative of the pavement section conditions, and may be marked or identified to allow easy location for quality control purposes. Paint marks along the edge or sketches with locations connected to physical pavement features are acceptable. The figure below illustrates the definition of a pavement section and a representative sample unit.



2. The area of AC sample units should be  $2500 \pm 1500$  square feet, and for PCC sample units, this should be  $20 \pm 8$  slabs. The total inspected area or slabs for a pavement section must be at least 10% of the total pavement section area or slabs. This is an exception to the procedure described in ASTM D6433.

For example, a pavement section 950 feet long and 32 feet wide must have at least one sample unit (typically 100 feet long x 32 feet wide = 3200 sf). Longer sections will require multiple sample units.

3. Additional sample units are to be inspected only when non-representative distresses are observed. Typically, these will be distresses that are localized in nature and not representative of the entire pavement section e.g. high severity alligator cracking found near bus pads, rutting in intersections, distresses due to landscape watering/ponding etc.
4. Conduct the distress inspection by walking on the pavement shoulder or sidewalk adjacent to the sample unit being surveyed, measuring the quantity of each severity level of every distress type present, and recording the data. Each distress must correspond in type and severity to that described in the Paver Distress Identification Manuals.
5. A copy of the recorded distress data should be provided on a weekly basis to the responsible agency personnel for quality assurance.

Finally, it should be noted that windshield surveys, while reasonably fast and inexpensive, do have shortcomings. Chief among these are that low severity distresses are difficult to identify in this procedure, and consequently, the PCI may be significantly higher than it ought to be. A pavement may therefore be selected for a slurry seal when a thin overlay is more appropriate or for a thin overlay when a thick overlay is more appropriate. This may result in treatments that are not cost-effective.

When certain pavements are a high priority (usually those with high traffic volumes or other distinctive feature) for a local agency, walking surveys are preferred to ensure that all pertinent distresses are captured, although windshield surveys are the minimum standard. For residential or local streets, windshield surveys are acceptable.

## 2.2 Inspection Frequency

All streets identified on the ~~Master Plan for Arterial Highways (MPAH)~~ must be surveyed at least once every two years. All local streets must be surveyed at least once every six years. This is a requirement of OCTA's PMP certification program.

## 2.3 Countywide Assessment Standards

In 1998, OCTA adopted the countywide pavement condition assessment standards for treatments as shown in Table 2.2.

**Table 2.2 Pavement Condition Assessment Standards**

Pavement Quality	PCI Thresholds	Funded Treatment
Very Good	86-100	None
Good	75-85	Surface seal*
Fair	60-74	Thin overlay
Poor	41-59	Thick overlay
Very Poor	0-40	Reconstruction

\* Not eligible for M2 competitive funding program

Note that Table 2.2 does NOT preclude other treatments that a local agency may choose to select or use. Indeed, there have been many new pavement technologies and techniques introduced since 1998 that a local agency should consider for preventive maintenance, and which may be funded under the M2 Fair Share program. **The treatments in Table 2.2 are intended to identify the types of treatments that OCTA will fund under the competitive grant program only.**

## 2.4 Quality Assurance/Quality Control (QA/QC) Plan

A ~~quality assurance/quality control (QA/QC)~~ plan must be prepared by all agencies. The purpose of the QA/QC plan is to ensure that all procedures used to collect distress data comply with OCTA's guidelines and result in the delivery of a quality data product. The QA/QC plan should also provide for corrective actions when deficiencies are encountered. As a minimum, the following components must be included:

- a. Description of condition survey procedures (distress types, severities) or reference to the relevant documents in Section 3. All procedures, changes or modifications should be well documented in the QA/QC plan so that future updates will be consistent. In particular, unique situations are especially important and their documentation should be included.
- b. How data will be collected (windshield, walking, automated or combination of methods).
- c. Accuracy required for data collection.
- d. Description of how data will be checked for accuracy by agency e.g. re-inspections.
- e. Schedule for when data will be submitted to local agency staff.
- f. Experience of inspectors including past training on condition surveys or calibration procedures.
- g. Field data collection safety procedures.

Any findings that may compromise data integrity and consistency should be discussed and corrected. Examples of these include differences in survey methods from the last update (e.g. changing from windshield to walking surveys), collecting additional distress types and unique situations that may not lend themselves to existing condition survey procedures (e.g. gap-graded mixes, edge cracking with unpaved shoulders).

Prior to performing any work, local jurisdictions must review the ~~QA/QC QC/QA~~ plan with inspection personnel.

A copy of the ~~(QA/QC)~~ plan must be submitted to OCTA together with the PMP certification.

## 2.5 Re-inspections

As part of any QA/QC process, it is essential to re-inspect portions of the network with different personnel than those performing the condition surveys. Re-inspections should be performed within one month of the original date of collection as pavement data will change with time, and during the winter, may change very rapidly.

The data to be re-inspected should include distress types, severities and quantities collected during the survey. At least 5% of the pavement sections should be re-inspected.

The selected sections for re-inspections should be representative of the local agency's network. This should include sections from:

- All functional classifications (i.e. ~~MPAH arterials, collectors~~ and residentials/locals)
- All surface types (i.e. AC and PCC)
- Entire range of pavement conditions ( i.e. good, fair, poor)
- All significant changes in PCI (i.e. sections with more than  $\pm 10$  PCI points a year with no plausible explanations should be targeted for re-inspections)
- All inspectors
- Different geographical areas

### Acceptability Criteria

In general, inspectors should identify distress types accurately 95% of the time. Linear measurements should be considered accurate when they are within  $\pm 10\%$  if re-measured, and area measurements should be considered accurate when they are within  $\pm 20\%$  if re-measured. For the data to be acceptable, 90% of the re-inspected sections must be within  $\pm 10$  PCI points.

If the results of the re-inspections do not meet the above criteria, all inspections should be immediately halted and any differences should be identified and discussed. Corrective actions should be taken immediately. The local jurisdiction should then perform reinspections of an additional 5% of the pavement sections.

## 2.6 Prequalification/Calibration of Inspectors

Prequalification or calibration of inspectors ensures that proper procedures are followed and that the results obtained are within acceptable variability ranges. This will be implemented by OCTA staff.

Briefly, the procedures to prequalify or calibrate inspectors are as follows:

- a. OCTA will select approximately 20 pavement sections to be used as control or test sites. Collectively, the control sites should exhibit common distress types and levels of severity that will be encountered in the pavement network and should be across all functional classes, pavement age, surface type, pavement condition and distresses.
- b. Inspect the sections manually (walking survey) using at least two different experienced inspectors and the established survey protocols (Appendix ~~B-C~~ and ASTM D6433), including any modifications. This will establish the baseline PCI for each control section.
- c. The candidate inspectors should then survey the same pavement sections within one month of the control surveys established in Step (b). The data for the sections should be collected and submitted to OCTA as soon as they are completed.
- d. OCTA will calculate the PCIs based on the survey data collected by inspectors.
- e. Compare the control PCI data with survey results by candidate inspectors. Identify the differences and areas of consistency improvement.

### Acceptability Criteria

The criteria for acceptability are:

a.  $nRMSE \leq 1.0$  where:

$$nRMSE = \sqrt{\frac{\sum_{i=1}^n \left( \frac{RPCI_i - BPCI_i}{SD_{PCI}} \right)^2}{n}}$$

Where:

$nRMSE$  = Normalized root mean square error or deviation

$RPCI_i$  = Reported PCI for control section  $i$

$BPCI_i$  = Baseline PCI for control section  $i$

$n$  = Number of control sections

and

$$SD_{PCI} = \frac{100 - BPCI}{3.6}$$

- b. Inspectors that obtain  $nRMSE$  values higher than 1.0 will be allowed to re-inspect and re-submit PCI values for three control sections. OCTA will indicate the three control sections where the inspectors showed the highest deviations from the baseline survey. Re-inspections are allowed only once. The normalized root mean square error ( $nRMSE$ ) will be recalculated and the criteria described at point (a) applied.

c. All inspections must be performed independently by each inspector.

d. At least one inspector of a consultant firm or local agency staff must be prequalified.

The criteria for acceptability are:

- a. ~~The root mean square of the error (RMSE) (i.e. deviation from the baseline or "ground truth") shall not exceed a calculated value of 14.~~
- b. ~~At least 47% of the sections must be within  $\pm$  one standard deviation from the baseline.~~
- c. ~~No more than 12% of the sections may be greater than  $\pm$  three standard deviations from the base line.~~
- d. ~~All inspections must be performed independently by each inspector.~~
- e. ~~All PCIs will be calculated independently for each inspector.~~
- f. ~~At least one member of a consultant firm or local agency staff must be prequalified.~~

## 2.7 Pavement Management Software Training

Local agencies may utilize either MicroPAVER or StreetSaver® software for their PMPs pavement management plans, as long as they conform to ASTM D6433 and these guidelines. At least one representative of the local jurisdiction must be familiar with the PMP software utilized, and have attended one training class. In the case of MicroPAVER, training classes are conducted regularly. The American Public Works Association (APWA) conducts "hands-on" MicroPAVER training classes for a fee, at least once a year, (see [www.apwa.net](http://www.apwa.net) for more information). Web-based training programs on specific modules are also available for a fee and broadcast schedules are periodically posted on the APWA website.

The Metropolitan Transportation Commission (MTC) provides free training classes on their StreetSaver® software program as well as field condition surveys. Typically, two field training classes are conducted annually; one in Northern California and one in Southern California (see [www.mtcpsms.org](http://www.mtcpsms.org) for more information). There are enough similarities between StreetSaver's and MicroPAVER's condition surveys that this training class will benefit any inspector new to the process.

## 2.8 Pavement Management Data Files

The Pavement Management data files shall be submitted to OCTA in spreadsheet format. This must include the following information:

- Street name and limits for all public streets
- Street identifiers (Branch ID, Section ID)
- Direction (if applicable)
- Begin and end of section
- Length, widths and true areas
- Functional Classification (MPAH, local)
- Number of travel lanes
- ~~Pavement Condition Index (PCI)~~ and date of inspection
- Type of recommended treatment
- Cost of recommended treatment

Public alleys formally accepted as part of the local agency's street system may be included at the local agency's option. Public parking lots and private streets shall not be included in this submittal.



## Chapter 3 – Agency Submittals

Local agencies must submit to OCTA the following as part of the biennial certification:

1. PMP Agency Submittal Checklist (See Appendix A)

1.2. Pavement management plan PMP certification (see Appendix AB)

2.3. QA/QC plan (see Appendix B-C Model Quality Assurance/Quality Control (QA/QC) Plan)

3.4. Pavement management data files in a form useable by OCTA (see Section 2.8)

4.5. Pavement management plan PMP "hard copies" which include the following:

- a. Average (weighted by area) PCI for:
  - i. Entire pavement network
  - ii. MPAH roadways
  - iii. Local streets
- b. Projected PCI under existing funding levels over the next seven years for:
  - i. Entire pavement network
  - ii. MPAH roadways
  - iii. Local streets
- c. Seven-year plan for road maintenance and rehabilitation based on current and projected budget, identifying street sections selected for treatment. Specific data to be submitted are:
  - i. Street name
  - ii. Limits of work
  - iii. Lengths, widths
  - iv. Pavement areas
    1. Each street
    2. Total area for local streets
    3. Total area for MPAH roadways
    4. Total area for entire public streets network
  - v. Functional classification (i.e. MPAH or local street)
  - vi. PCI and most recent date of inspection
  - vii. Type of treatment
  - viii. Cost of treatment
  - ix. Year of treatment
- d. Alternative funding levels required to:
  - i. Maintain existing average network PCI
  - ii. To improve average network PCI
- e. Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- f. Centerline mileage for MPAH, local streets, and total network.
- f.g. Percentage of total network in each of the five condition categories based on centerline miles.

5.6. In order to be eligible for the local match reduction of 10%, the local jurisdiction must either:

- a. Show measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local street categories;

or -

- b. Have road pavement conditions for the overall network during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher.

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## Appendices

### **A. PMP Agency Checklist**

The PMP Agency Checklist can be found on the Eligibility Website:  
<http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Eligibility/>

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## Pavement Management Plan Agency Submittal Checklist

A Pavement Management Plan (PMP) is a plan to manage the preservation, rehabilitation, and maintenance of paved roads by analyzing pavement life cycles, assessing overall system performance costs, and determining alternative strategies and costs necessary to improve paved roads. Local agencies are required to update their PMP on a biennial basis. MicroPAVER or StreetSaver will be used for countrywide consistency. The software must be consistent with American Standard for Testing and Materials (ASTM) Standard D6433. Local agencies are required to submit a PMP unbound "hard copy" including: (See Chapter 3)

Local agencies must submit the following to OCTA:		Page(s) in PMP	Submitted
1.	Pavement management program certification (See Appendix A)		
2.	Quality Assurance/Quality Control plan (See Appendix B and Section 2.4)		
3.	Pavement management data files in a form useable by OCTA (see Section 2.8)		
4.	Average (weighted by area) Pavement Condition Index for:		
	i. Entire pavement network		
	ii. Master Plan of Arterial Highways (MPAH) roadways		
	iii. Local streets		
5.	Projected PCI under existing funding levels over the next seven years for:		
	i. Entire pavement network		
	ii. MPAH roadways		
	iii. Local streets		
6.	Seven-year plan for road maintenance and rehabilitation based on current and projected budget, identifying street sections selected for treatment. Specific data to be submitted are:		
	i. Street name		
	ii. Limits of work		
	iii. Lengths, widths		
	Pavement areas:		
	1. Each street		
	2. Total area for local streets		
	3. Total area for MPAH roadways		
	4. Total area for entire public streets network		
	v. Functional classification (i.e. MPAH or local street)		
	vi. PCI and most recent date of inspection (See Section 2.2)		
	vii. Type of treatment		
	viii. Cost of treatment		
	ix. Year of treatment		
7.	Alternative funding levels required to:		
	i. Maintain existing average network PCI		
	ii. To improve average network PCI		
8.	Backlog by year of unfunded pavement rehabilitation, restoration, reconstruction, and maintenance needs.		
9.	Centerline mileage for MPAH, local streets, and total network.		
10.	Percentage of total network in each of the five condition categories based on centerline miles.		

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## **A.B. PMP Certification**

The PMP Certification can be found on the Eligibility Website:  
<http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Eligibility/>

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## Pavement Management Plan Certification

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The City/County of \_\_\_\_\_ certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by \_\_\_\_\_ \* using \_\_\_\_\_, a pavement management system, conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on \_\_\_\_\_, \_\_\_\_\_ for Arterial (MPAH) streets and \_\_\_\_\_, \_\_\_\_\_ for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed \_\_\_\_\_, \_\_\_\_\_
- Percentage of all sections of pavement needing:  
Preventive Maintenance \_\_\_\_\_, Rehabilitation \_\_\_\_\_, Reconstruction \_\_\_\_\_
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:  
Current biennial period \$ \_\_\_\_\_, Following biennial period \$ \_\_\_\_\_
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.  
Current biennial period \$ \_\_\_\_\_, Following biennial period \$ \_\_\_\_\_
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors ~~on May 24, 2010, amended on December 10, 2012.~~

\* An electronic copy of the Pavement Management Plan with Micro Paver or StreetSaver compatible files has been or will be submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Jurisdiction

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

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**B.C. Model ~~Quality Assurance/Quality Control (QA/QC)~~ Plan**

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**Quality Assurance/ Quality Control Plan  
(QA/QC)  
For City/County Of \_\_\_\_\_  
[Enter Year] Pavement Management Update**

**Submitted to:  
Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584**

**[Enter Date Submitted]**

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  - 2.2.1 Random and Systematic Re-Inspections
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Resumes of Field Inspectors

## 1. INTRODUCTION

When performing data collection in any field, the need for quality control is paramount as it is essential for accurate planning, analysis and design. This is particularly true for collecting pavement distress data for a pavement management system.

The Quality Assurance/Quality Control (QA/QC) Plan establishes minimum quality standards for performance and procedures for updates of the pavement management system.

**[Include information on agency's QA/QC policies if applicable]**

### 1.1. Objectives

This document constitutes a formal QA/QC Plan for the **[Enter City/County Name]**. It was prepared on **[Enter date]** and last revised on **[Enter date]**.

Specifically, it is intended for the **[Enter year applicable]** Pavement Management Plan Update. The focus is on the collection of network-level pavement distress data (defined by National Cooperative Highway Research Program (NCHRP) Synthesis 401 Quality Management of Pavement Data Collection, as "Network-level data collection involves collection of large quantities of pavement condition data, which is often converted to individual condition indices or aggregated into composite condition indices.")

This document also addresses the QA/QC plan requirements of the Orange County Transportation Authority (OCTA)'s "Countywide Pavement Management Plan Guidelines" (section 2.4), adopted in May 2010.

### 1.2. Structure of QA/QC Plan

The following components are addressed in this QA/QC Plan:

- Condition survey procedures used
- Accuracy required for data collection
- Inspector qualifications and experience
- Safety

## **2. ~~QUALITY ASSURANCE/QUALITY CONTROL~~ QA/QC PLAN**

### **2.1. Condition Survey Procedures**

The governing document in performing condition surveys for the [Enter agency name] is ASTM D6433 "Standard Practice for Roads and Parking Lots Pavement Condition Index (PCI) Surveys." Both asphalt concrete (AC) and Portland cement concrete (PCC) pavements are included in this protocol. The following distresses are collected for each pavement type.

#### **Asphalt Concrete (AC) Pavements**

1. Alligator (fatigue) cracking
2. Bleeding
3. Block cracking
4. Bumps and sags
5. Corrugation
6. Depression
7. Edge cracking
8. Joint reflection cracking
9. Lane/Shoulder drop off
10. Longitudinal & Transverse cracking
11. Patching and utility cut patching
12. Polished aggregate
13. Potholes
14. Railroad crossing
15. Rutting
16. Shoving
17. Slippage cracking
18. Swell
19. Weathering
20. Raveling

#### **Portland Cement Concrete (Jointed)**

1. Blowup/buckling
2. Corner breaks
3. Divided slab
4. Durability ("D") cracking
5. Faulting
6. Joint seal damage
7. Lane/shoulder drop off
8. Linear cracking
9. Patching (large) and utility cuts
10. Patching (small)
11. Polished aggregate
12. Popouts
13. Pumping
14. Punchout
15. Railroad crossing
16. Scaling, map cracking and crazing
17. Shrinkage cracks
18. Spalling (corner)
19. Spalling (joint)



Any exceptions to the above procedures are discussed before any surveys are performed. They are documents in the paragraphs below.

[Note to agency: these are usually related to distresses or situations that are not covered in the manuals. Examples include roller check marks or edge cracking on streets with no curbs and gutters. Others include the raveling of surface seals or the use of open-graded asphalt concrete mixes where the surface appears to have large voids present. Any modifications must be documented and included in this document. Photos are extremely helpful.]

All surveys are performed as **[Indicate type of surveys – walking, windshield, semi-automated etc.]** surveys, and a minimum 10% sampling rate is utilized. Field crews are typically composed of **[Agency should edit as applicable]** a one-person crew on residential streets and some collectors, and up to two-person crews for major arterials, depending on traffic volumes and speeds. The safety of field personnel is paramount in all instances.

The sample unit selected must be representative of the entire pavement section. This assumes that the section is homogenous; if it is not homogeneous, then the section must be split according to the criteria agreed upon by the agency. Typically, the criteria used are:

- Pavement condition
- Construction age, if known
- Maintenance history, if known
- Traffic volumes (or functional classification as a surrogate)
- Surface types (e.g. asphalt concrete or Portland cement concrete)
- Geometric elements (e.g. widths)

Any modifications to the section inventory data are documented in the pavement management report.

A sample unit must be between 2,500 ± 1,000 square feet in conformance with ASTM D6433 protocols. Typical sample unit dimensions are 100 feet long by the width of the street. Streets that are wider than 40 feet wide will have shorter lengths (generally 50 feet) or if they are divided by a raised median, separate sample units will be taken in each direction.

Any pavement areas that are not representative of the section will be noted and surveyed as an additional sample unit.

## **2.2 Accuracy Required for Data Collection**

The accuracy required for data collection has two components, both of which are further described in the following paragraphs.

- Re-inspections
- PCI comparisons with past surveys

### **2.2.1 Random and Systematic Re-Inspections**

A minimum of 5% of the total sample units will be re-inspected and this 5% will be selected based on both a random and systematic basis. All re-inspections are made by an engineer or inspector other than the original inspector.

#### **Random Re-inspections**

Random re-inspections will include a representative selection across the following categories:

- Functional classes (i.e. MPAH, locals);
- Surface types (e.g. asphalt concrete or Portland cement concrete);
- Pavement conditions (e.g. good, fair, poor);
- Inspectors;
- Geographical areas, if applicable.

#### **Systematic Re-inspections**

For systematic re-inspections, this could be due to noticed trends such as specific treatment types (e.g. open-graded mixes), a specific inspector or geographical area. In such cases, more than 5% will be re-inspected.

#### **Acceptability Criteria**

At the time of re-inspection, the actual distresses will be re-inspected and verified, and any corrections made, if necessary. Distress types and severities must be the same, and re-measured quantities within  $\pm 10\%$  of the original measured quantity.

If corrections are required on more than 10% of the re-inspected sample unit, then an additional 5% will be re-inspected. This will continue until more than 95% of the re-inspected sections meet the acceptability criteria.

### **2.2.2 PCI Comparison with Past Surveys**

As another level of quality control, the new PCIs are compared with the previous PCIs. If they differ by more than  $\pm 10$  PCI points, these sections are automatically flagged for further investigation.

#### **If PCI Increases 10 points**

The section is investigated to see if a maintenance and rehabilitation event has occurred since the last survey, but which has not been recorded. Typically, it may include activities such as:

- Crack sealing activities – changes medium or high severity cracking to low severity
- Patching activities – alligator cracking that has been removed and patched, so that the resultant PCI is increased.
- Surface seals
- Overlay
- Others

Therefore, an up to date maintenance and rehabilitation history file in the pavement management database is desirable, both for historical accuracy as well as to provide additional quality control.

#### **If PCI decreases 10 points**

The section is checked to see if the average deterioration rate (usually 3 to 4 points per year) is exceeded. If the drop in PCI is within range of what is acceptable, no further action is required. If the drop is more than the acceptable range, a re-inspection will be performed. The default performance curves in the pavement management software form the basis for what is acceptable.

### 2.3 Inspectors Qualifications and Experience

The [Enter agency's name's] inspectors have attended formal training on pavement condition distress surveys. This training was conducted prior to performing any work using the ASTM D6433 protocols, consistent with OCTA's requirements.

[Agency to fill in table]

Inspector Name	Date of ASTM D6433 Training	Training Conducted by

Resumes of technicians utilized are included in the Attachment.

### 3. SAFETY PROCEDURES

The **[Enter agency name]** administers a health and safety program in compliance with the Cal Occupational Safety and Health Administration (OSHA) Title VIII, Section 3203. The program is documented in **[Enter document name]**.

Generally, the safety procedures include **[Edit as applicable to agency]**:

- Inspectors to wear a Class 2 or 3 **[prescribed by agency]** safety vest at all times;
- Flashing beacon on all vehicles utilized for surveys; and
- Stopped vehicles to be parked at locations away from moving traffic (e.g. nearby parking, shoulders, etc.).

On streets where there is a high volume of traffic or high speeds, additional measures may be necessary, such as:

- Surveys to occur during off-peak periods or on weekends;
- Additional inspector to watch out for traffic; and
- Traffic flaggers in extreme cases.

# **Attachment**

## **Resumes of Field Inspectors**

## D. Prequalified Pavement Inspection Consultants and Local Agencies

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## Prequalified Pavement Inspection Consultants & Local Agencies

### June 18, 2014 – Expires June 30, 2016

1. Bucknam Infrastructure Group (4)
2. Civil Source Inc. (2)
3. Nichols Consulting Engineers (4)
4. Infrastructure Management Services (2)
5. City of Cypress (1)
6. Adhara Systems (1)
7. Cartegraph (1)

### May 29, 2015 – Expires June 30, 2017

1. Harris and Associates (4)
2. Civil Source, Inc. (1)\*
3. JG3 (3)
4. Bucknam Infrastructure Group (1)\*
5. GMU (1)
6. Onward Engineering (1)

---

\* Firms prequalified at least one representative in both cycles  
(x) Number of inspectors prequalified

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## E. Recommendations for Pavement Inspectors

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Since 2011, OCTA has completed prequalification studies which involved more than 30 inspectors and over 60 different pavement control sections. From one prequalification cycle to the next, OCTA made an effort to streamline and improve the process by learning from the observations made during each prequalification cycle. Following are recommendations for inspectors interested in participating in future prequalification studies:

### **General**

- Inspectors should have in their possession the latest edition of the Paver pocket guides for easy reference to distress definitions and severity levels during field surveys.
- It is important to accurately measure crack width in order to correctly identify the severity of distress.
- It is strongly advised that inspectors have a second person watch for traffic while they are conducting the surveys. Visually approximating quantities of distress and severities will most certainly result in inaccurate estimates of the PCI.

### **PCC Pavements**

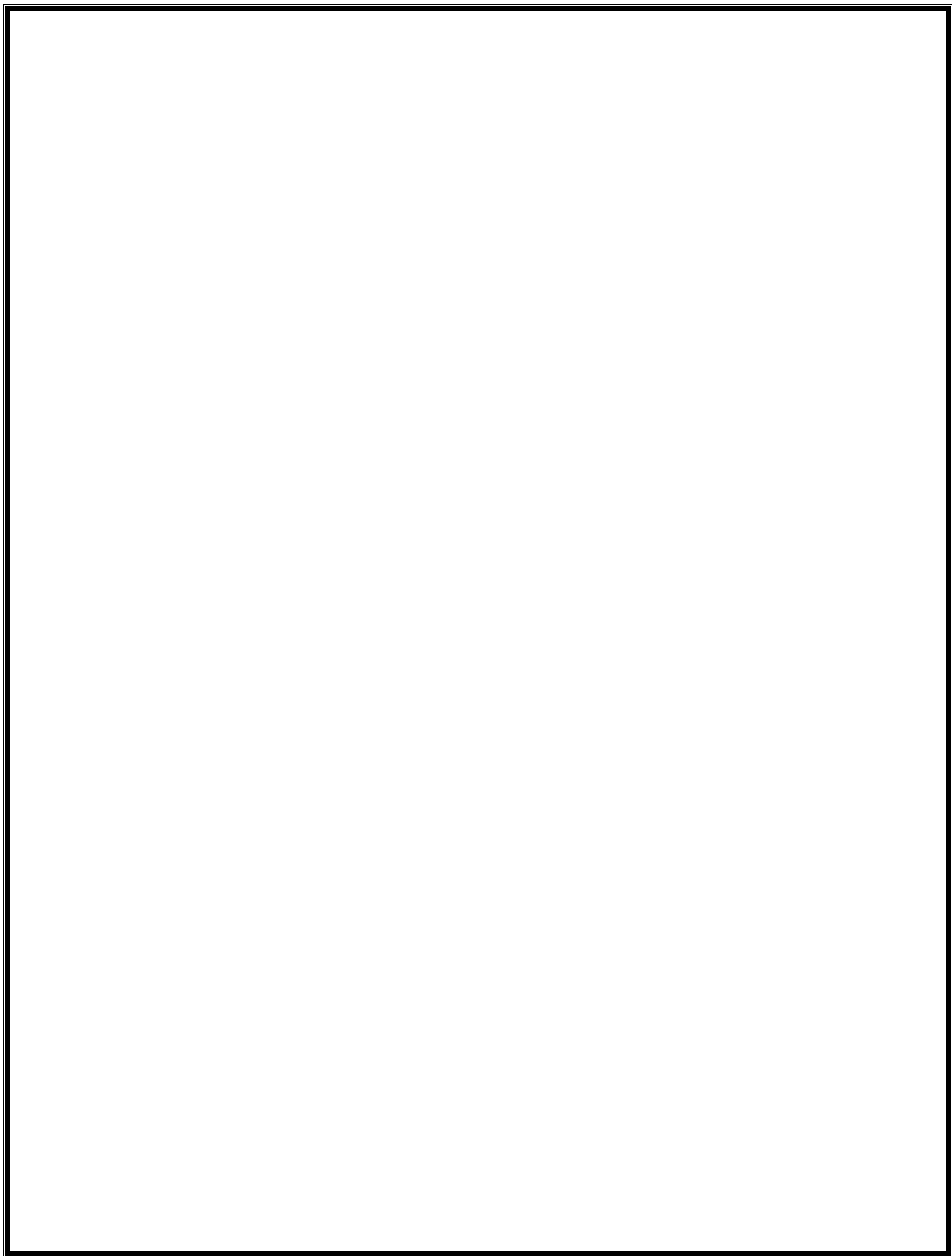
- There are a limited number of concrete pavements in Orange County. The majority of these pavements are old and in some instances the slabs are more than 50 feet long. According to ASTM D6433, slabs longer than 9m (29.5 feet) must be divided into imaginary joints that are considered to be in perfect condition.
- Missing joint seal on concrete pavement is recorded as high severity joint seal damage for the entire length of joints affected. Most PCC pavements in the county completely lack joint sealant.
- When surveying a PCC section, it is very important to make sketch of the slabs being evaluated. Without the sketch, it will be very difficult to correctly count and report distress.

### **Asphalt Concrete Pavements**

- Several types of distress may occur in the same area. With few exceptions, all types of distress have to be recorded: e.g. raveling and alligator cracking.
- Measurements of rutting require the use of a straight edge of minimum 6 feet length. Repeated measurements are required to correctly identify the areas of rutting and severity levels. This type of measurement requires the help of a second person to watch for traffic. Remember that OCTA does not provide traffic control.

### **Surface Treatments**

- ASTM D6433 does not include distresses specific to surface treatment such as slurry seals or chip seals. Inspectors should use their best judgment to evaluate the condition of the original asphalt concrete surface underneath the surface treatment.





COMMITTEE TRANSMITTAL

**January 11, 2016**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert, Clerk of the Board  
**Subject:** Fiscal Year 2015-16 Measure M2 Annual Eligibility Review

Regional Planning and Highways Committee Meeting of January 4, 2016

**Present:** Directors Bartlett, Donchak, Miller, Nelson, Spitzer, and Ury  
**Absent:** Director Lalloway

**Committee Vote**

This item was passed by the Members present.

**Committee Recommendation**

Approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for fiscal year 2015-16, and direct staff to return with eligibility findings for local jurisdictions pending adoption and submittal of fiscal year 2014-15 expenditure reports by local agencies.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**


## **Fiscal Year 2015-16 Measure M2 Annual Eligibility Review**

### **Staff Report**





*January 4, 2016*

**To:** Regional Planning and Highways Committee  
**From:** Darrell Johnson, Chief Executive Officer   
**Subject:** Fiscal Year 2015-16 Measure M2 Annual Eligibility Review

### **Overview**

Measure M2 requires all local jurisdictions in Orange County to annually satisfy eligibility requirements in order to receive competitive Measure M2 funding. Fiscal year 2015-16 eligibility documentation has been reviewed by staff and the Taxpayers Oversight Committee, and is presented for Board of Directors' review and approval.

### **Recommendation**

Approve all local jurisdictions as conditionally eligible for Measure M2 net revenues for fiscal year 2015-16, and direct staff to return with eligibility findings for local jurisdictions pending adoption and submittal of fiscal year 2014-15 expenditure reports by local agencies.

### **Background**

Local jurisdictions are required to meet eligibility requirements and submit eligibility packages to Orange County Transportation Authority (OCTA) staff annually in order to remain eligible to receive Measure M2 (M2) net revenues. However, not all of the eligibility requirements are due each year for each agency. The 13 eligibility requirements and submittal frequency are identified in Attachment A.

The Taxpayers Oversight Committee (TOC) is responsible for reviewing five of the 13 eligibility requirements, and designates the Annual Eligibility Review (AER) subcommittee to review the Congestion Management Plan (CMP), Mitigation Fee Program (MFP), Local Signal Synchronization Plan, Pavement Management Plan (PMP), and expenditure reports. The remaining eight eligibility items are reviewed by OCTA staff.

### **Discussion**

Each local jurisdiction submitted the applicable eligibility documentation by the June 30th deadline. OCTA staff reviewed the submittals to ensure each eligibility package was complete and accurate.

On September 23, 2015, the AER subcommittee reviewed PMPs for applicable agencies, MFPs, and CMPs for all the local jurisdictions in Orange County. The AER subcommittee presented recommendations of eligibility compliance to the TOC on October 13, 2015, for review and approval.

The TOC found the local jurisdictions to be in compliance with the M2 Ordinance and recommended conditional eligibility approval for fiscal year (FY) 2015-16, pending the review of expenditure reports. The eligibility review and findings for FY 2015-16 M2 eligibility are summarized in Attachment B.

M2 eligibility for FY 2015-16 is conditional pending the review and approval of expenditure reports for FY 2014-15. All local jurisdictions must adopt an Annual Expenditure Report that tracks financial activity for M2 funds, including interest earned, developer traffic impact fees, and funds expended by the jurisdiction that satisfy maintenance of effort requirements. Upon review by staff, AER subcommittee, and the TOC, expenditure reports will be presented to the Board of Directors for an eligibility finding in summer 2016.

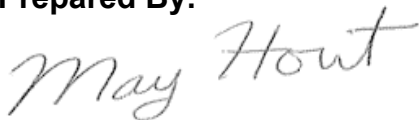
### ***Summary***

All local jurisdictions in Orange County have submitted FY 2015-16 eligibility packages that are consistent with the M2 Ordinance. The TOC has reviewed and approved the appropriate documentation and found that all local jurisdictions conditionally met the eligibility requirements for FY 2015-16.

### ***Attachments***

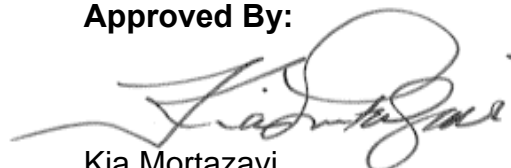
- A. Measure M2 Eligibility Requirements and Submittal Frequency Summary
- B. Fiscal Year (FY) 2015-16 Measure M2 Eligibility Review Summary

#### **Prepared By:**



May Hout  
Transportation Funding Analyst  
(714) 560-5905

#### **Approved By:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fiscal Year 2015-16 Measure M2 Annual Eligibility Review**

### **Attachment A**

**Measure M2 Eligibility Requirements and Submittal Frequency Summary**

Compliance Category	Frequency	Due As Part of Fiscal Year (FY) 2015/16 Eligibility
Capital Improvement Program	Annual (June 30 <sup>th</sup> )	X
Circulation Element/Master Plan of Arterial Highways Consistency	Biennial (June 30 <sup>th</sup> )	X
Congestion Management Program	Odd-Numbered Year (i.e. June 2015, 2017)	X
Expenditure Report	Annual (December 31 <sup>st</sup> ) <sup>1</sup>	X
Consideration of Land-use Planning Strategies That Accommodate Transit and Non-Motorized Transportation	Annual (June 30 <sup>th</sup> )	X
Local Signal Synchronization Plan	Every Three Years (i.e. June 30, 2017)	Next Update Due June 30, 2017
Maintenance of Effort	Annual (June 30 <sup>th</sup> )	X
Mitigation Fee Program (MFP)	Biennial (June 30 <sup>th</sup> ) <sup>2</sup>	X
No Supplanting of Developer Fees	Annual (June 30 <sup>th</sup> )	X
Pavement Management Plan (PMP)	Every Two Years (June 30 <sup>th</sup> ) <sup>3</sup>	X
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	X
Timely Use of Net Revenues	Annual (June 30 <sup>th</sup> )	X
Traffic Forum Participation	Annual	X

<sup>1</sup>The City of Huntington Beach follows a federal FY (October 1<sup>st</sup> – September 30<sup>th</sup>) and must submit the Measure M2 Expenditure Report by March 31<sup>st</sup>.

<sup>2</sup>A jurisdiction must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their MFP and/or nexus study.

<sup>3</sup>Some agencies update respective PMPs on even-numbered FYs, while others update on odd-numbered FYs.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fiscal Year 2015-16 Measure M2 Annual Eligibility Review**

### **Attachment B**

## Fiscal Year (FY) 2015-16 Measure M2 Eligibility Review Summary

Agency	Capital Improvement Program	Circulation Element/ (MPAH) Consistency	Congestion Management Program	Land Use Planning Strategies	Maintenance of Effort	Mitigation Fee Program	No Supplementing of Developer Fees	Pavement Management Plan (PMP)*	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Aliso Viejo	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Anaheim	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Brea	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Buena Park	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Costa Mesa	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
County of Orange	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Cypress	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Dana Point	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Fountain Valley	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Fullerton	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Garden Grove	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Huntington Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Irvine	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
La Habra	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
La Palma	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Laguna Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Laguna Hills	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Laguna Niguel	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Laguna Woods	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Lake Forest	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Los Alamitos	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Mission Viejo	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Newport Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Orange	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Placentia	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Rancho Santa Margarita	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
San Clemente	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
San Juan Capistrano	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Santa Ana	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Seal Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Stanton	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Tustin	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Villa Park	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Westminster	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Yorba Linda	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Totals	35	35	35	35	35	35	35	14	35	35	35

\* Some agencies update respective PMPs on even-numbered FYs while others update on odd-numbered FYs.

## Key:

MPAH - Master Plan of Arterial Highways

N/A - Not applicable



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

### **Staff Report**



*January 25, 2016*

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

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

**Subject:** Fourth Quarter 2015 Debt and Investment Report

### **Overview**

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the fourth quarter of 2015, October through December, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

### **Recommendation**

Receive and file the Quarterly Debt and Investment Report prepared by the Treasurer as an information item.

### **Discussion**

The Treasurer is currently managing the Orange County Transportation Authority's (OCTA) investment portfolio totaling \$1.3 billion as of December 31, 2015. The portfolio is divided into two managed portfolios: the liquid portfolio for immediate cash needs and the short-term portfolio for future budgeted expenditures. In addition to these portfolios, OCTA has funds invested in debt service reserve funds for the 91 Express Lanes.

OCTA's debt portfolio had an outstanding principal balance of \$447 million as of December 31, 2015. Approximately 74 percent of the outstanding balance is comprised of Measure M2 debt and 26 percent is associated with the 91 Express Lanes Program.

**Economic Summary:** The Federal Reserve (Fed) raised the Fed fund interest rate by 0.25 percent in December, moving away from the zero interest rate policy for the first time since 2008. While volatility in credit and commodity markets and a slower global economy give some concern, there is strong enough economic data to warrant the first rate increase since 2006. The United States (US)



economy met the Fed's goals of substantial improvement in the labor market combined with reasonable confidence that inflation would trend back toward two percent. Janet Yellen, the Fed Chair, further stated that she doesn't believe economic expansions "die of old age" or at the hands of central bank hikes. The median expectation is for the Fed funds rate to be between 1.25 - 1.50 percent in December 2016. Minutes from the Fed meeting suggest that, "the timing and size of future adjustments and the target range for the federal funds rate" will be contingent upon the economic data (especially inflation) arriving in line with the Fed's expectations.

The labor market ended 2015 on a roll as employers added 292,000 jobs last month, underscoring that the economy remains on solid footing despite weakness in China and early January 2016 market volatility. The unemployment rate was unchanged at five percent as a sharp rise in employment was offset by a similar entry of Americans into the labor force, which includes those working and looking for jobs.

Businesses added 275,000 jobs, led by professional and business services, healthcare, and construction. Federal, state, and local governments added 17,000. In another positive sign, job gains for October and November were revised up by a total 50,000. October's increase was upgraded to 307,000 from 298,000, and November's change went to 252,000 from 211,000. The economy gained a healthy average of 221,000 jobs per month in 2015, its second-best performance since 1999 (in 2014, the average monthly increase was 260,000).

**Debt Portfolio Activity:** There was no debt activity during the quarter. The outstanding balances for each of OCTA's debt securities are presented in Attachment A.

**Investment Portfolio Activity:** Securities contained in OCTA's investment portfolio may receive a rating change from one or more of the rating agencies - Standard & Poor's (S&P), Moody's Investor Service, or Fitch Ratings. If a reduction in the rating results in the security falling outside the parameters of the investment policy, the position is reviewed by the Treasurer. The Treasurer then makes a determination of whether to hold or sell the position.

During the quarter, several securities in the short-term portfolio fell below the minimum credit rating requirement for medium-term notes. In October, Corning was downgraded by all three rating agencies below the minimum single "A" category to the triple "B" category. The portfolio managed by Western Asset Management contained one security with a par value of \$320,000 and final maturity of May 8, 2018. The Treasurer issued instructions to liquidate the security.

During November, both Lockheed Martin and McDonalds were downgraded below the minimum single "A" category to triple "B" category by all three rating agencies. The portfolio managed by JP Morgan contains one Lockheed Martin security with a par value of \$285,000 and final maturity of September 15, 2016. JP Morgan also holds two McDonalds securities totaling \$245,000 par value with maturities of March 15, 2017 and October 15, 2017. The Treasurer issued instructions to hold the securities as long as practical or until maturity.

December saw several more downgrades in what may be considered unusual circumstances. On December 1<sup>st</sup>, S&P lowered the credit ratings of Volkswagen Group of America, along with several banks. S&P determined that extraordinary government support should not be a criteria used in establishing bank ratings. By removing that factor, Bank of America, Citigroup, JP Morgan Chase, and Merrill Lynch were downgraded below the minimum single "A" category to triple "B" category in the portfolios managed by JP Morgan and Western Asset. The Treasurer issued instructions to liquidate the securities.

The portfolio managed by JP Morgan contained downgraded bank securities totaling \$4,903,000 with various maturities. The Western Asset portfolio contained \$6,270,000 in said bank securities, again with varying maturities. Western Asset also held \$2,700,000 par value of Volkswagen that was liquidated on December 16, 2015.

**Investment Portfolio Compliance:** There were no compliance violations during the quarter. OCTA continues its policy of reviewing the contents of the investment portfolio on a daily basis to ensure compliance. Attachment B provides a comparison of the portfolio holdings as of December 31, 2015, to the diversification guidelines of the policy.

**Investment Portfolio Performance Versus Selected Benchmarks:** OCTA uses Clearwater Analytics to calculate performance for each manager within the respective portfolios. The performance reports calculate monthly total rates of return based upon the market value of the portfolios they manage. The securities are marked-to-market daily based on pricing data provided by the custody banks.

OCTA has calculated the total returns for each of the investment managers for short-term operating monies and has compared the returns to specific benchmarks as shown in Attachment C. Attachment D contains an annualized total return performance comparison by investment manager for the previous two years. Attachment E provides a five-year yield comparison between the short-term portfolio managers, the Orange County Investment Pool, and the Local Agency Investment Fund.

The returns for OCTA's short-term operating monies are compared to the Bank of America Merrill Lynch (BAML) 1-3 year Treasury (Treasury), and the BAML 1-3 year AAA-A U.S. Corporate and Government (Corporate/Government) benchmarks. The BAML 1-3 year indices are among the most commonly used short-term fixed-income benchmarks. Each of the four managers invests in a combination of securities that all conform to OCTA's 2015 Investment Policy. For the quarter ending December 31, 2015, the weighted average total return for OCTA's short-term portfolio was -0.27 percent, outperforming the Treasury benchmark return by 17 basis points and outperforming the Corporate/Government benchmark return by nine. For the 12-month period ending December 31, 2015, the portfolio's return totaled 0.71 percent, exceeding the Treasury benchmark by 17 basis points and the Corporate/Government benchmark by five basis points for the same period.

The negative total return for the quarter is directly attributed to the first Fed interest rate increase in ten years. Total return is calculated using the interest earned during a period, plus or minus the change in market value of the portfolio. A rising interest rate environment puts downward pressure on the price of existing securities. As interest is paid and bonds mature or are sold, the proceeds are invested in higher-yielding securities. Rate increases are expected to continue through 2016, creating both challenges and opportunities in the fixed income market moving forward.

In anticipation of rising rates, the investment managers allocated securities across a broad range of permitted investments in an effort to add income to offset downward pricing. To illustrate the importance of income or yield, the BAML Treasury benchmark total return for one year was 0.54 percent. The income component was 1.66 percent while the offsetting price change was -1.12 percent, netting a 0.54 percent return. OCTA's portfolio was able to achieve a higher total return than the benchmarks because of the investments in high-grade non-government sector securities.

**Investment Portfolios:** A summary of each investment manager's investment diversification, performance, and maturity schedule is provided in Attachment F. These summaries provide a tool for analyzing the different returns for each manager.

A complete listing of all securities is provided in Attachment G. Each portfolio contains a description of the security, maturity date, book value, market value, and yield provided by Clearwater Analytics.

**Cash Availability for the Next Six Months:** OCTA has reviewed the cash requirements for the next six months. It has been determined that the liquid and

the short-term portfolios can fund all projected expenditures during the next six months.

**Summary**

As required under the California Government Code, the Orange County Transportation Authority is submitting its quarterly debt and investment report to the Board of Directors. The report summarizes the Orange County Transportation Authority's debt and investment activities for the period October 2015 through December 2015.

**Attachments**

- A. Orange County Transportation Authority Outstanding Debt December 31, 2015.
- B. Orange County Transportation Authority Investment Policy Compliance December 31, 2015.
- C. Orange County Transportation Authority Short-term Portfolio Performance Review Quarter Ending December 31, 2015.
- D. Orange County Transportation Authority Short-term Portfolio Performance December 31, 2015.
- E. Orange County Transportation Authority Comparative Yield Performance December 31, 2015.
- F. Investment Manager Diversification and Maturity Schedules December 31, 2015.
- G. Orange County Transportation Authority Portfolio Listing as of December 31, 2015.

**Prepared by:**

Rodney Johnson  
Deputy Treasurer  
Treasury/Toll Roads  
714-560-5675

**Approved by:**

Andrew Oftelie  
Executive Director,  
Finance and Administration  
714-560-5649



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

### **Attachment A**

**Orange County Transportation Authority  
Outstanding Debt  
December 31, 2015**

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**Orange County Local Transportation Authority (OCLTA) - M2 Program**

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2010 Series B Sales Tax Revenue Tax-Exempt Bonds	\$ 59,030,000	\$ 39,155,000	2020
2010 Series A Sales Tax Revenue Taxable Bonds	\$ 293,540,000	\$ 293,540,000	2041
<b>Sub-total</b>	<b>\$ 352,570,000</b>	<b>\$ 332,695,000</b>	

**91 Express Lanes**

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2013 OCTA 91 Express Lanes Refunding Bonds	\$ 124,415,000	\$ 114,415,000	2030

<b>TOTAL OUTSTANDING BALANCE</b>	<b>\$ 447,110,000</b>
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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

### **Attachment B**

**ORANGE COUNTY TRANSPORTATION AUTHORITY**  
**Investment Policy Compliance**  
**December 31, 2015**

<b><u>Investment Instruments</u></b>	<b><u>Dollar Amount Invested</u></b>	<b><u>Percent Of Portfolio</u></b>	<b><u>Investment Policy Maximum Percentages</u></b>
U.S. Treasuries	\$595,217,234	45.1%	100%
Federal Agencies & U.S. Government Sponsored	150,059,178	11.4%	100%
State of California & Local Agencies	7,165,598	0.5%	25%
Money Market Funds & Mutual Funds	124,103,694	9.4%	20%
Bankers Acceptances	0	0.0%	30%
Negotiable Certificates of Deposit	13,000,000	1.0%	30%
Commercial Paper	10,817,826	0.8%	25%
Medium Term Maturity Corporate Securities	253,547,660	19.2%	30%
Mortgage and Asset-backed Securities	98,327,876	7.5%	10%
Repurchase Agreements	9,327,343	0.7%	75%
Investment Agreements Pursuant To Indenture	0	0.0%	100%
Local Agency Investment Fund	10,166,257	0.8%	\$ 40 Million
Orange County Investment Pool	44,382	0.0%	\$ 40 Million
CAMP	0	0.0%	10%
Variable & Floating Rate Securities	46,642,471	3.5%	30%
Debt Service Reserve Funds - Investment Agreements	0	0.0%	Not Applicable
Bank Deposits	0	0.0%	5%
Derivatives (hedging transactions only)	0	0.0%	5%
<b>TOTAL</b>	<b><u>\$1,318,419,519</u></b>	<b>100.0%</b>	





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

### **Attachment C**

Orange County Transportation Authority  
Short-term Portfolio Performance Review\*  
Quarter Ending December 31, 2015

Month Ending	Bank of America Merrill Lynch Treasury 1-3 Year Index Benchmark		Bank of America Merrill Lynch Gov/Corp 1-3 Year Index Benchmark		JP Morgan		Payden & Rygel		Western Asset Mgmt		State Street Global Advisors	
	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration
10/31/2015	-0.10%	1.85 years	-0.06%	1.87 years	-0.07%	1.75 years	-0.04%	1.55 years	-0.01%	1.62 years	-0.02%	1.70 years
11/30/2015	-0.25%	1.89 years	-0.20%	1.88 years	-0.16%	1.75 years	-0.14%	1.48 years	-0.13%	1.57 years	-0.18%	1.76 years
12/31/2015	-0.09%	1.88 years	-0.11%	1.87 years	-0.12%	1.73 years	-0.07%	1.48 years	-0.06%	1.69 years	-0.11%	1.69 years
Oct 15 - Dec 15 Total Return	-0.44%		-0.36%		-0.34%		-0.25%		-0.20%		-0.30%	

**HISTORICAL QUARTERLY RETURNS**

Jan 15 - Mar 15 Total Return	0.52%	0.56%	0.60%	0.57%	0.50%	0.56%
Apr 15 - Jun 15 Total Return	0.15%	0.13%	0.08%	0.11%	0.05%	0.12%
Jul 15 - Sep 15 Total Return	0.31%	0.33%	0.38%	0.32%	0.32%	0.34%
Oct 15 - Dec 15 Total Return	-0.44%	-0.36%	-0.34%	-0.25%	-0.20%	-0.30%
<b>12-Month Total Return</b>	<b>0.54%</b>	<b>0.66%</b>	<b>0.72%</b>	<b>0.75%</b>	<b>0.67%</b>	<b>0.71%</b>

\* - Month End Rates of Return are Gross of Fees

<b>12-Mo Total Return (Net of Fees)</b>	<b>N/A</b>	<b>N/A</b>	<b>0.57%</b>	<b>0.62%</b>	<b>0.53%</b>	<b>0.61%</b>
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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

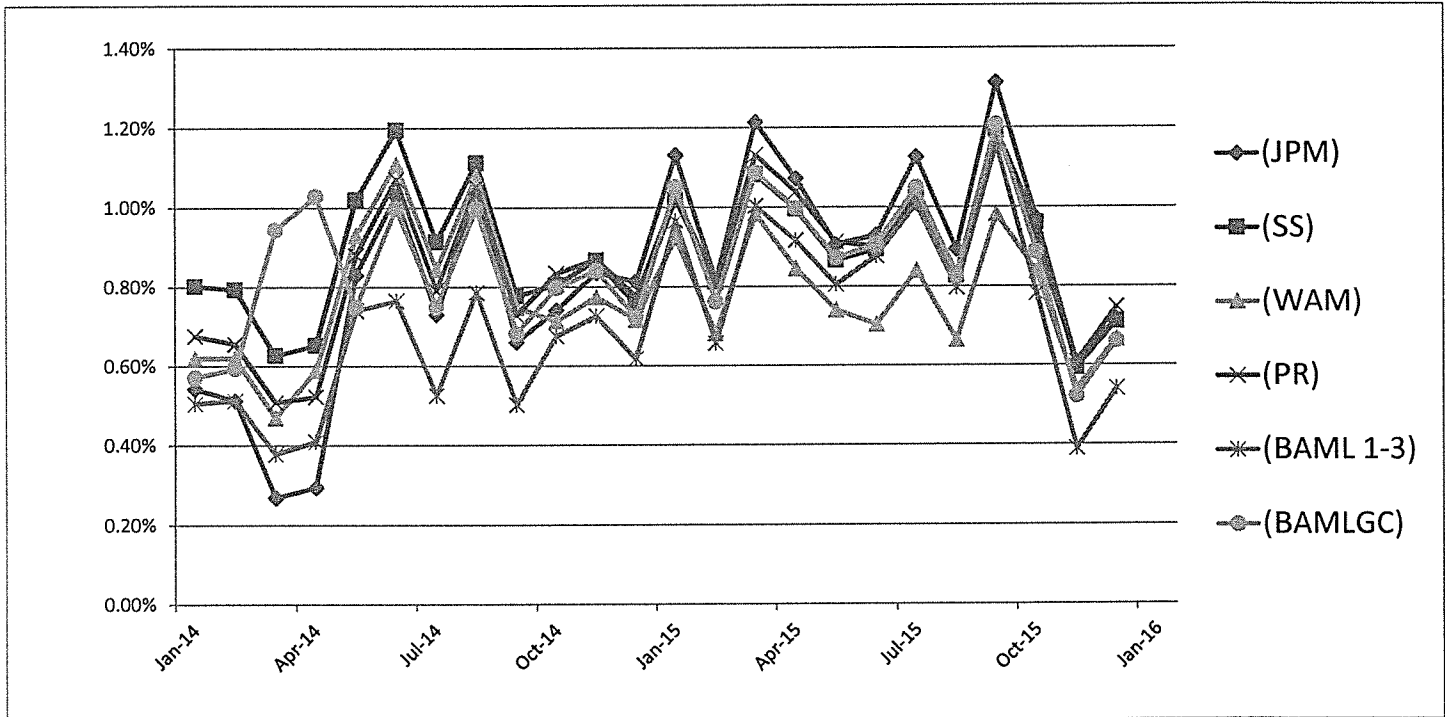
### **Attachment D**

# Orange County Transportation Authority

## Short-Term Portfolio Performance

December 31, 2015

**Trailing 1-Year Total Return  
Vs. The Bank of America Merrill Lynch (BAML) 1-3 Benchmarks**



	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	BAML 1-3 Yr Trsy (BAML 1-3)	BAML 1-3 Yr Gov/Corp (BAMLGC)
Jan-14	0.54%	0.80%	0.62%	0.68%	0.51%	0.57%
Feb-14	0.51%	0.79%	0.62%	0.66%	0.51%	0.59%
Mar-14	0.27%	0.63%	0.47%	0.51%	0.38%	0.94%
Apr-14	0.30%	0.65%	0.59%	0.52%	0.41%	1.03%
May-14	0.83%	1.02%	0.93%	0.88%	0.74%	0.75%
Jun-14	1.03%	1.20%	1.11%	1.07%	0.77%	1.00%
Jul-14	0.73%	0.91%	0.84%	0.79%	0.53%	0.75%
Aug-14	1.05%	1.11%	1.08%	1.05%	0.79%	1.00%
Sep-14	0.66%	0.78%	0.75%	0.73%	0.50%	0.68%
Oct-14	0.74%	0.81%	0.71%	0.83%	0.68%	0.80%
Nov-14	0.84%	0.87%	0.77%	0.87%	0.73%	0.84%
Dec-14	0.81%	0.76%	0.72%	0.78%	0.62%	0.72%
Jan-15	1.13%	1.02%	0.92%	1.03%	0.97%	1.05%
Feb-15	0.82%	0.81%	0.68%	0.81%	0.66%	0.76%
Mar-15	1.21%	1.08%	0.98%	1.13%	1.00%	1.09%
Apr-15	1.07%	1.00%	0.85%	1.04%	0.92%	1.00%
May-15	0.91%	0.87%	0.74%	0.91%	0.81%	0.87%
Jun-15	0.93%	0.89%	0.70%	0.90%	0.88%	0.91%
Jul-15	1.13%	1.03%	0.84%	1.04%	1.01%	1.05%
Aug-15	0.89%	0.83%	0.66%	0.83%	0.80%	0.83%
Sep-15	1.31%	1.20%	0.98%	1.19%	1.16%	1.21%
Oct-15	0.97%	0.96%	0.84%	0.91%	0.78%	0.89%
Nov-15	0.61%	0.59%	0.54%	0.61%	0.39%	0.52%
Dec-15	0.72%	0.71%	0.67%	0.75%	0.54%	0.66%



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

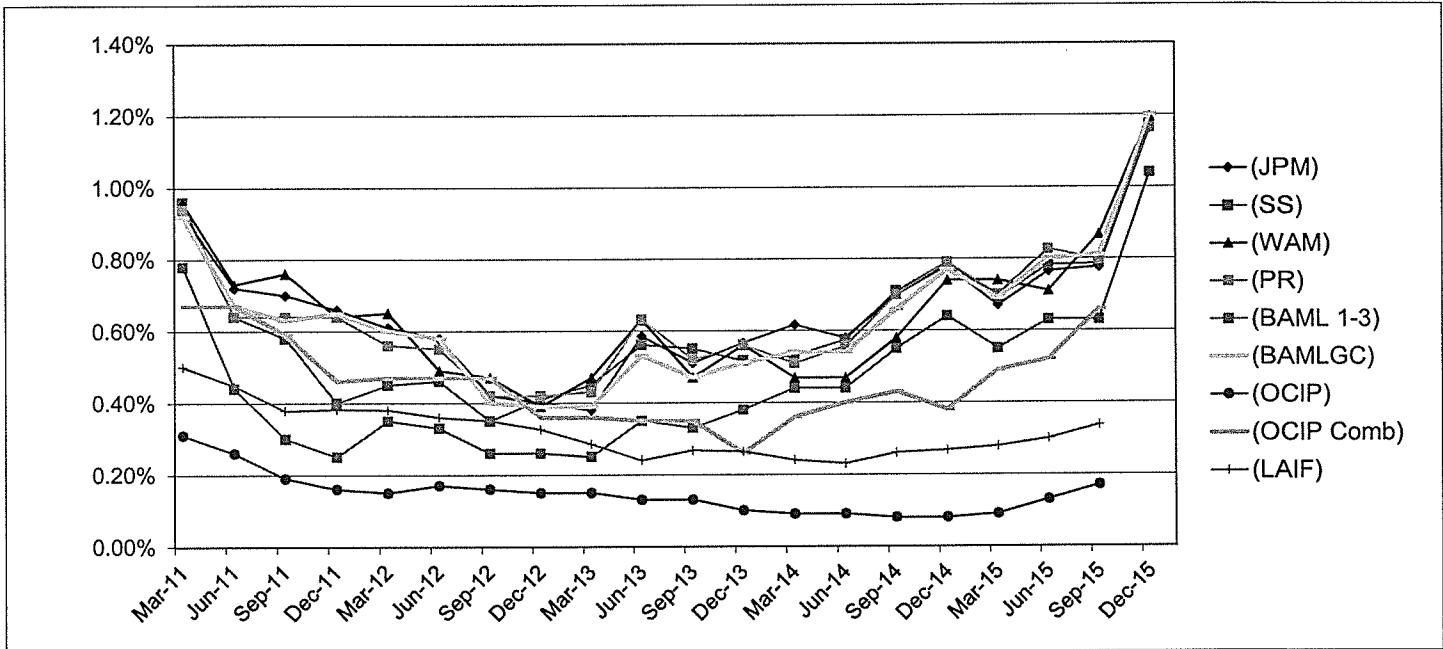
### **Attachment E**

# Orange County Transportation Authority

## Comparative Yield Performance

### December 31, 2015

**Historical Yields**  
**Vs. The Bank of America Merrill Lynch (BAML) 1-3 Benchmarks**



	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	BAML 1-3 Yr Trsy (BAML 1-3)	BAML 1-3 Yr Gov/Corp (BAMLGC)	(OCIP)	(OCIP Comb)	(LAIF)
Mar-11	0.93%	0.96%	0.96%	0.94%	0.78%	0.92%	0.31%	0.67%	0.50%
Jun-11	0.72%	0.64%	0.73%	0.64%	0.44%	0.67%	0.26%	0.67%	0.45%
Sep-11	0.70%	0.58%	0.76%	0.64%	0.30%	0.63%	0.19%	0.59%	0.38%
Dec-11	0.66%	0.40%	0.64%	0.64%	0.25%	0.65%	0.16%	0.46%	0.38%
Mar-12	0.61%	0.45%	0.65%	0.56%	0.35%	0.60%	0.15%	0.47%	0.38%
Jun-12	0.58%	0.46%	0.49%	0.55%	0.33%	0.58%	0.17%	0.47%	0.36%
Sep-12	0.42%	0.35%	0.47%	0.42%	0.26%	0.40%	0.16%	0.47%	0.35%
Dec-12	0.40%	0.41%	0.39%	0.42%	0.26%	0.39%	0.15%	0.36%	0.33%
Mar-13	0.38%	0.45%	0.47%	0.43%	0.25%	0.39%	0.15%	0.36%	0.29%
Jun-13	0.59%	0.56%	0.63%	0.63%	0.35%	0.53%	0.13%	0.35%	0.24%
Sep-13	0.51%	0.55%	0.47%	0.52%	0.33%	0.47%	0.13%	0.35%	0.27%
Dec-13	0.57%	0.52%	0.56%	0.56%	0.38%	0.51%	0.10%	0.26%	0.26%
Mar-14	0.62%	0.53%	0.47%	0.51%	0.44%	0.54%	0.09%	0.36%	0.24%
Jun-14	0.58%	0.57%	0.47%	0.56%	0.44%	0.54%	0.09%	0.40%	0.23%
Sep-14	0.70%	0.71%	0.58%	0.70%	0.55%	0.66%	0.08%	0.43%	0.26%
Dec-14	0.78%	0.79%	0.74%	0.79%	0.64%	0.77%	0.08%	0.38%	0.27%
Mar-15	0.67%	0.69%	0.74%	0.70%	0.55%	0.69%	0.09%	0.49%	0.28%
Jun-15	0.77%	0.78%	0.71%	0.83%	0.63%	0.80%	0.13%	0.52%	0.30%
Sep-15	0.78%	0.79%	0.87%	0.80%	0.63%	0.81%	0.17%	0.66%	0.34%
Dec-15	1.16%	1.17%	1.19%	1.16%	1.04%	1.20%	N/A	N/A	N/A



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

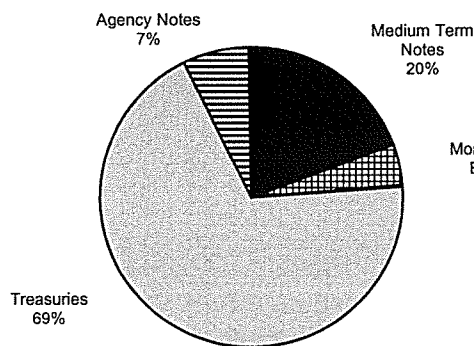
## **Fourth Quarter 2015 Debt and Investment Report**

### **Attachment F**

# Investment Manager Diversification and Maturity Schedules

**JP Morgan**  
**December 31, 2015**

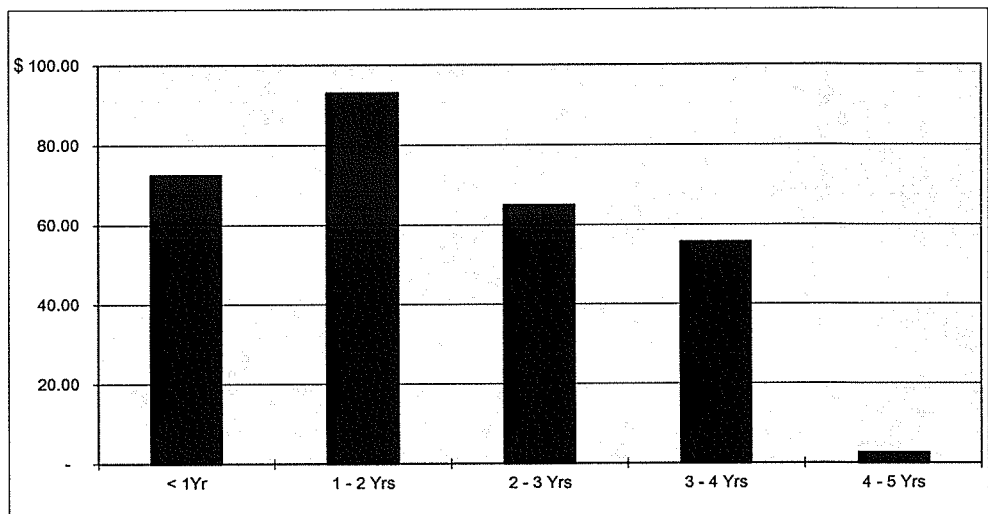
## SHORT-TERM PORTFOLIO ( \$288.5 M)



Mortg. & Asset-  
Back Sec.  
4%

	Book Value	Market Value
Treasuries	\$198,447,098	\$197,051,151
Agency Notes	20,427,376	19,551,930
Medium Term Notes	56,390,593	54,947,477
Mortg. & Asset-Back Sec.	12,550,125	12,501,045
Money Market Funds	<u>645,238</u>	<u>645,238</u>
	<u>\$288,460,430</u>	<u>\$284,696,841</u>

Wtd Avg Life	1.78 Yrs
Duration	1.73 Yrs
Quarter-end Yield	1.16%
TSY Benchmark	1.04%
Gov/Corp Benchmark	1.20%
Quarter Return	-0.34%
TSY Benchmark	-0.44%
Gov/Corp Benchmark	-0.36%
12 Month Return	0.72%
TSY Benchmark	0.54%
Gov/Corp Benchmark	0.66%

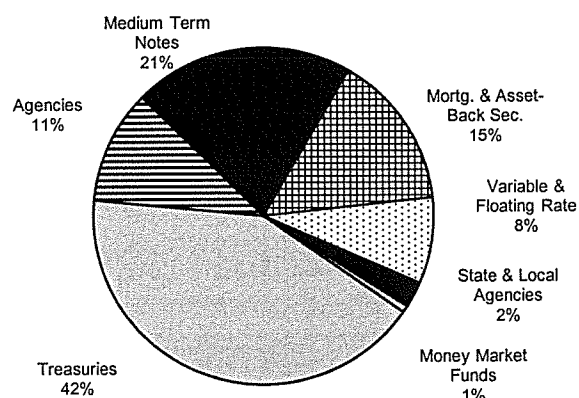




# Investment Manager Diversification and Maturity Schedules

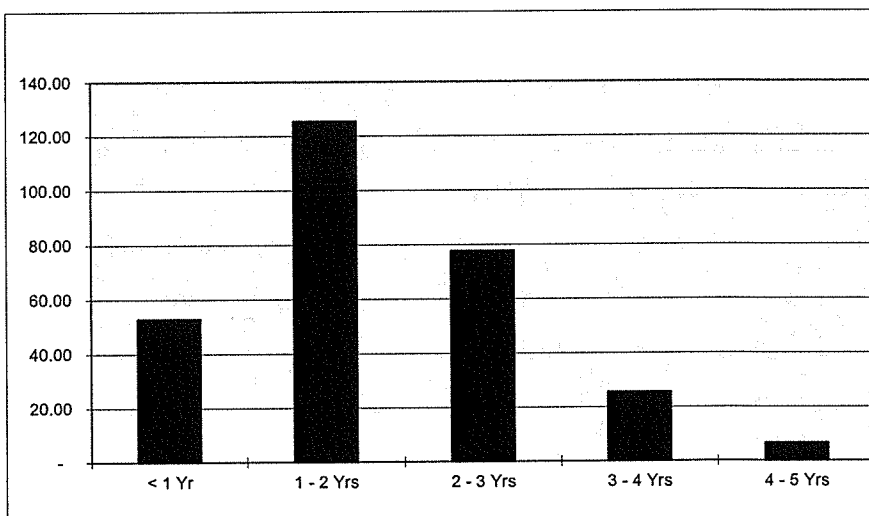
**Payden & Rygel**  
**December 31, 2015**

## SHORT-TERM PORTFOLIO (\$287.8 M)



	Book Value	Market Value
Treasuries	\$120,356,351	\$119,934,003
Agencies	31,523,662	31,414,499
Medium Term Notes	60,187,506	59,909,515
Mortg. & Asset-Back Sec.	42,764,476	42,421,318
Variable & Floating Rate	23,915,372	23,881,350
State & Local Agencies	7,165,598	7,168,777
Money Market Funds	1,930,300	1,930,300
	<u>\$287,843,265</u>	<u>\$286,659,763</u>

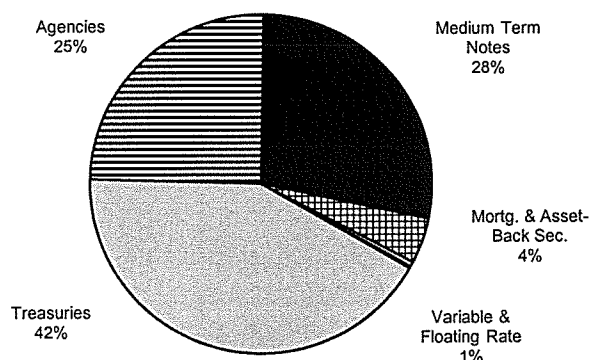
Wtd Avg Life	1.62 Yrs
Duration	1.48 Yrs
Quarter-end Yield	1.16%
TSY Benchmark	1.04%
Gov/Corp Benchmark	1.20%
Quarter Return	-0.25%
TSY Benchmark	-0.44%
Gov/Corp Benchmark	-0.36%
12 Month Return	0.75%
TSY Benchmark	0.54%
Gov/Corp Benchmark	0.66%



# Investment Manager Diversification and Maturity Schedules

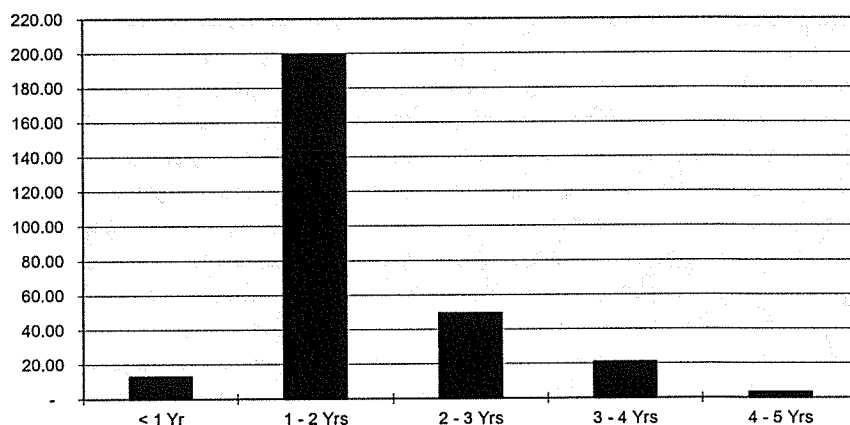
**State Street**  
**December 31, 2015**

## SHORT-TERM PORTFOLIO (\$285.1 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$120,101,812	\$119,759,868
Agencies	70,718,256	70,421,369
Medium Term Notes	79,988,575	79,700,636
Mortg. & Asset-Back Sec.	12,351,614	12,328,254
Variable & Floating Rate	1,500,000	1,503,090
Money Market Funds	<u>394,987</u>	<u>394,987</u>
	<u>\$285,055,244</u>	<u>\$284,108,203</u>

Wtd Avg Life	1.73 Yrs
Duration	1.69 Yrs
Quarter-end Yield	1.17%
TSY Benchmark	1.04%
Gov/Corp Benchmark	1.20%
Quarter Return	-0.30%
TSY Benchmark	-0.44%
Gov/Corp Benchmark	-0.36%
12 Month Return	0.71%
TSY Benchmark	0.54%
Gov/Corp Benchmark	0.66%

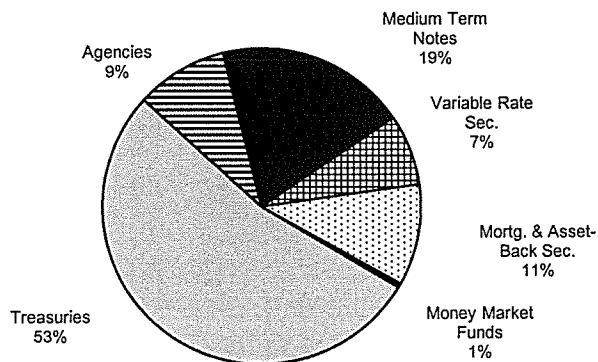


# Investment Manager Diversification and Maturity Schedules

## Western Asset Management

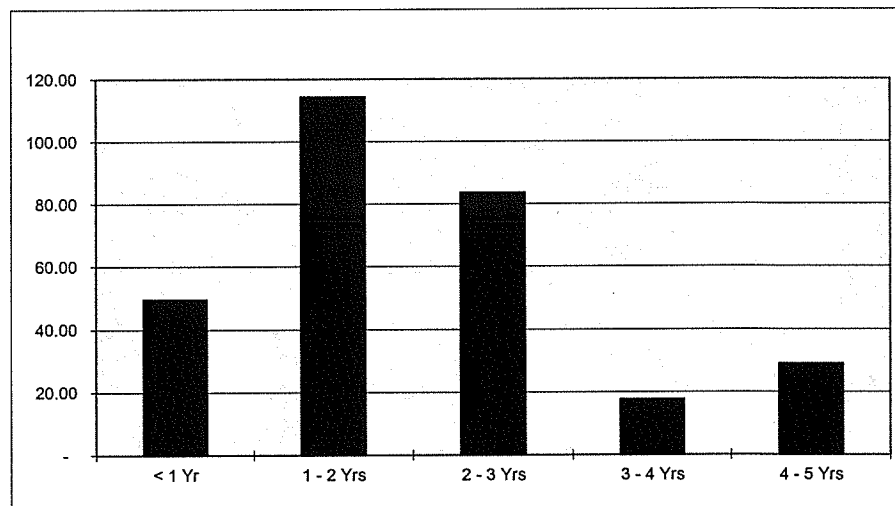
December 31, 2015

### SHORT-TERM PORTFOLIO ( \$293.9 M)



	Book Value	Market Value
Treasuries	\$156,311,973	\$155,988,083
Agencies	\$27,389,884	26,853,485
Medium Term Notes	56,980,986	56,448,212
Variable Rate Sec.	21,227,099	21,138,610
Mortg. & Asset-Back Sec.	30,661,661	30,558,194
Money Market Funds	<u>1,323,227</u>	<u>1,323,227</u>
	<u>\$293,894,831</u>	<u>\$292,309,812</u>

Wtd Avg Life	1.94 Yrs
Duration	1.69 Yrs
Quarter-end Yield	1.19%
TSY Benchmark	1.04%
Gov/Corp Benchmark	1.20%
Quarter Return	-0.20%
TSY Benchmark	-0.44%
Gov/Corp Benchmark	-0.36%
12 Month Return	0.67%
TSY Benchmark	0.54%
Gov/Corp Benchmark	0.66%





**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Fourth Quarter 2015 Debt and Investment Report**

### **Attachment G**

**Orange County Transportation Authority  
Portfolio Listing  
As of December 31, 2015**

**LIQUID PORTFOLIO**

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
<u>CASH EQUIVALENTS</u>				
REPURCHASE AGREEMENT	1/1/2016	9,327,343.10	9,327,343.10	0.05%
FEDERATED PRIME OBLIGATIONS FUND	N/A	100,966,580.33	100,966,580.33	0.28%
FIDELITY PRIME OBLIGATIONS FUND	N/A	18,841,896.63	18,841,896.63	0.25%
FIRST AMERICAN TREAS OBLIGATIONS	N/A	6.59	6.59	0.01%
SUB-TOTAL		129,135,826.65	129,135,826.65	
<u>LOCAL AGENCY INVESTMENT FUND (LAIF)</u>	N/A	10,166,256.75	10,166,256.75	N/A
<u>ORANGE COUNTY INVESTMENT POOL (OCIP)</u>	N/A	44,382.20	44,382.20	N/A
<b>LIQUID PORTFOLIO - TOTAL</b>		<b>\$ 139,346,465.60</b>	<b>\$ 139,346,465.60</b>	

**SHORT-TERM PORTFOLIO**

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>MARKET VALUE</u>	<u>YIELD</u>
<u>CASH EQUIVALENTS</u>				
BLACKROCK INSTITUTIONAL FUNDS	N/A	\$ 4,293,752.47	4,293,752.47	0.10%
SUB-TOTAL		4,293,752.47	4,293,752.47	
<u>U.S. GOVERNMENT &amp; AGENCY OBLIGATIONS</u>				
FEDERAL HOME LOAN BANKS	3/11/2016	4,348,200.00	4,020,680.00	0.46%
FEDERAL HOME LOAN BANKS	3/11/2016	1,382,875.00	1,306,721.00	0.46%
FEDERAL HOME LOAN BANKS	9/28/2016	449,207.10	449,208.00	0.74%
FEDERAL HOME LOAN BANKS	9/28/2016	573,180.12	573,988.00	0.74%
FEDERAL HOME LOAN BANKS	9/28/2016	9,997,050.00	9,982,400.00	0.74%
FEDERAL HOME LOAN BANKS	9/28/2016	2,644,037.50	2,645,336.00	0.74%
FEDERAL HOME LOAN BANKS	12/16/2016	244,167.00	228,144.40	0.86%
FEDERAL HOME LOAN BANKS	5/30/2017	1,946,958.00	1,940,874.00	0.96%
FEDERAL HOME LOAN BANKS	5/30/2017	9,132,413.80	9,097,224.80	0.96%
FEDERAL HOME LOAN BANKS	5/30/2017	5,695,269.00	5,673,324.00	0.96%
FEDERAL HOME LOAN BANKS	8/28/2017	349,450.50	348,246.50	1.06%
FEDERAL HOME LOAN BANKS	8/28/2017	9,977,600.00	9,949,900.00	1.06%
FEDERAL HOME LOAN BANKS	8/28/2017	5,866,828.80	5,850,541.20	1.06%
FEDERAL HOME LOAN BANKS	10/26/2017	4,320,603.90	4,291,246.50	1.12%
FEDERAL HOME LOAN BANKS	12/19/2017	2,625,000.00	2,618,463.75	1.13%
FEDERAL HOME LOAN MORTGAGE CORP	12/15/2017	4,994,850.00	4,986,650.00	1.14%
FEDERAL HOME LOAN MORTGAGE CORP	12/15/2017	4,685,169.30	4,677,477.70	1.14%
FEDERAL HOME LOAN MORTGAGE CORPORATION	4/18/2016	1,038,708.00	912,546.00	0.55%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3/8/2016	523,765.00	501,610.00	0.27%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3/15/2016	1,043,640.00	1,003,570.00	0.51%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	4/11/2016	5,325,000.00	5,025,900.00	0.50%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	9/15/2016	612,310.72	577,595.20	0.77%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	9/28/2016	450,418.95	451,629.00	0.76%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	2/13/2017	1,963,710.29	1,881,378.00	0.92%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	4/27/2017	141,170.40	140,231.00	1.00%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/12/2017	913,792.00	849,664.00	1.04%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	6/12/2017	554,755.00	531,040.00	1.04%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/20/2018	1,364,538.63	1,359,430.80	1.29%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	7/20/2018	6,987,190.00	6,971,440.00	1.29%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/19/2018	9,983,800.00	9,936,200.00	1.36%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/19/2018	3,015,107.60	3,000,732.40	1.36%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	12/14/2018	7,988,080.00	7,933,360.00	1.41%
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/9/2019	5,746,054.00	5,796,885.20	2.05%

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FREDDIE MAC	5/27/2016	1,031,249.00	1,007,690.00	0.60%
FREDDIE MAC	5/27/2016	419,306.80	403,076.00	0.60%
FREDDIE MAC	5/27/2016	334,835.48	327,499.25	0.60%
FREDDIE MAC	8/25/2016	6,321,780.00	6,048,300.00	0.76%
FREDDIE MAC	3/8/2017	180,997.20	180,149.40	0.93%
FREDDIE MAC	3/8/2017	5,043,070.00	5,004,150.00	0.93%
FREDDIE MAC	7/14/2017	500,120.00	497,285.00	1.11%
FREDDIE MAC	7/14/2017	60,021.00	59,674.20	1.11%
FREDDIE MAC	7/14/2017	6,991,712.00	6,961,990.00	1.11%
FREDDIE MAC	7/14/2017	6,994,540.00	6,961,990.00	1.11%
FREDDIE MAC	7/14/2017	4,296,646.00	4,276,651.00	1.11%
HOUSING URBAN DEVELOPMNT	8/1/2018	1,000,000.00	999,190.00	1.36%
UNITED STATES TREASURY	3/31/2016	917,964.84	904,293.00	0.45%
UNITED STATES TREASURY	4/30/2016	486,738.28	453,163.50	0.50%
UNITED STATES TREASURY	4/30/2016	2,044,558.00	2,010,000.00	0.49%
UNITED STATES TREASURY	4/30/2016	2,467,406.25	2,412,000.00	0.49%
UNITED STATES TREASURY	5/31/2016	309,375.00	301,557.00	0.50%
UNITED STATES TREASURY	5/31/2016	2,080,703.12	2,010,380.00	0.50%
UNITED STATES TREASURY	5/31/2016	171,215.23	170,882.30	0.50%
UNITED STATES TREASURY	5/31/2016	6,180,468.75	6,031,140.00	0.50%
UNITED STATES TREASURY	5/31/2016	156,628.71	155,804.45	0.50%
UNITED STATES TREASURY	6/30/2016	565,919.92	552,535.50	0.58%
UNITED STATES TREASURY	6/30/2016	80,071.88	80,368.80	0.58%
UNITED STATES TREASURY	6/30/2016	395,328.13	401,844.00	0.58%
UNITED STATES TREASURY	6/30/2016	695,187.50	703,227.00	0.58%
UNITED STATES TREASURY	6/30/2016	1,730,281.25	1,707,837.00	0.58%
UNITED STATES TREASURY	6/30/2016	2,319,478.91	2,280,464.70	0.58%
UNITED STATES TREASURY	6/30/2016	17,011,289.02	16,996,090.00	0.55%
UNITED STATES TREASURY	7/31/2016	161,943.75	160,806.40	0.63%
UNITED STATES TREASURY	7/31/2016	330,217.77	326,638.00	0.63%
UNITED STATES TREASURY	7/31/2016	606,750.00	603,024.00	0.63%
UNITED STATES TREASURY	7/31/2016	615,023.44	603,024.00	0.63%
UNITED STATES TREASURY	7/31/2016	1,020,312.50	1,005,040.00	0.63%
UNITED STATES TREASURY	7/31/2016	1,341,556.84	1,321,627.60	0.63%
UNITED STATES TREASURY	7/31/2016	5,098,828.12	5,025,200.00	0.63%
UNITED STATES TREASURY	8/15/2016	6,849,093.73	6,878,417.60	0.66%
UNITED STATES TREASURY	8/31/2016	502,910.15	501,015.00	0.69%
UNITED STATES TREASURY	8/31/2016	60,377.34	60,121.80	0.69%
UNITED STATES TREASURY	8/31/2016	502,597.66	501,015.00	0.69%
UNITED STATES TREASURY	8/31/2016	1,003,750.00	1,002,030.00	0.69%
UNITED STATES TREASURY	8/31/2016	707,710.94	701,421.00	0.69%
UNITED STATES TREASURY	8/31/2016	676,845.70	676,370.25	0.69%
UNITED STATES TREASURY	8/31/2016	327,500.98	325,659.75	0.69%
UNITED STATES TREASURY	8/31/2016	737,955.86	731,481.90	0.69%
UNITED STATES TREASURY	9/30/2016	320,601.56	304,932.00	0.79%
UNITED STATES TREASURY	9/30/2016	706,699.22	701,393.00	0.73%
UNITED STATES TREASURY	9/30/2016	2,748,950.20	2,730,422.75	0.73%
UNITED STATES TREASURY	9/30/2016	502,597.65	500,995.00	0.73%
UNITED STATES TREASURY	9/30/2016	858,466.80	851,691.50	0.73%
UNITED STATES TREASURY	9/30/2016	227,355.46	225,447.75	0.73%
UNITED STATES TREASURY	9/30/2016	501,035.15	500,995.00	0.73%
UNITED STATES TREASURY	9/30/2016	499,375.00	500,995.00	0.73%
UNITED STATES TREASURY	10/31/2016	225,192.19	214,002.60	0.82%
UNITED STATES TREASURY	10/31/2016	326,180.66	325,633.75	0.76%
UNITED STATES TREASURY	10/31/2016	502,519.53	500,975.00	0.76%
UNITED STATES TREASURY	10/31/2016	1,832,770.50	1,828,558.75	0.76%
UNITED STATES TREASURY	10/31/2016	352,843.75	350,682.50	0.76%
UNITED STATES TREASURY	10/31/2016	800,312.50	801,560.00	0.76%
UNITED STATES TREASURY	10/31/2016	8,731,542.97	8,722,962.50	0.75%
UNITED STATES TREASURY	10/31/2016	2,150,296.88	2,153,325.60	0.75%
UNITED STATES TREASURY	10/31/2016	1,740,498.05	1,744,592.50	0.75%

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UNITED STATES TREASURY	11/30/2016	319,394.53	305,169.00	0.86%
UNITED STATES TREASURY	11/30/2016	1,328,955.08	1,271,537.50	0.86%
UNITED STATES TREASURY	11/30/2016	903,888.67	864,645.50	0.86%
UNITED STATES TREASURY	11/30/2016	1,007,031.25	1,000,590.00	0.81%
UNITED STATES TREASURY	11/30/2016	265,797.07	265,156.35	0.81%
UNITED STATES TREASURY	11/30/2016	200,679.69	200,118.00	0.81%
UNITED STATES TREASURY	11/30/2016	299,636.72	299,202.00	0.79%
UNITED STATES TREASURY	12/15/2016	14,241,131.98	14,187,832.40	0.79%
UNITED STATES TREASURY	12/31/2016	972,246.09	921,303.00	0.87%
UNITED STATES TREASURY	12/31/2016	281,651.56	280,176.40	0.81%
UNITED STATES TREASURY	12/31/2016	1,002,773.44	1,000,630.00	0.81%
UNITED STATES TREASURY	12/31/2016	802,031.25	800,504.00	0.81%
UNITED STATES TREASURY	12/31/2016	390,289.45	390,245.70	0.81%
UNITED STATES TREASURY	12/31/2016	1,108,035.16	1,100,693.00	0.81%
UNITED STATES TREASURY	12/31/2016	6,128,300.38	6,093,836.70	0.81%
UNITED STATES TREASURY	1/31/2017	333,229.82	317,433.80	0.90%
UNITED STATES TREASURY	1/31/2017	437,437.50	409,592.00	0.90%
UNITED STATES TREASURY	1/31/2017	100,253.90	100,008.00	0.87%
UNITED STATES TREASURY	1/31/2017	704,183.59	700,056.00	0.87%
UNITED STATES TREASURY	1/31/2017	651,498.05	650,052.00	0.87%
UNITED STATES TREASURY	1/31/2017	1,307,363.28	1,300,104.00	0.87%
UNITED STATES TREASURY	1/31/2017	300,128.91	300,024.00	0.87%
UNITED STATES TREASURY	1/31/2017	4,178,369.15	4,150,332.00	0.87%
UNITED STATES TREASURY	1/31/2017	2,499,511.72	2,490,825.00	0.84%
UNITED STATES TREASURY	1/31/2017	6,735,431.23	6,715,264.20	0.84%
UNITED STATES TREASURY	1/31/2017	9,457,782.86	9,425,281.80	0.84%
UNITED STATES TREASURY	2/28/2017	1,657,218.75	1,650,643.50	0.84%
UNITED STATES TREASURY	2/28/2017	5,385,318.36	5,352,086.50	0.84%
UNITED STATES TREASURY	2/28/2017	8,474,433.59	8,465,830.00	0.85%
UNITED STATES TREASURY	2/28/2017	7,505,005.60	7,502,925.00	0.84%
UNITED STATES TREASURY	3/31/2017	502,929.69	500,780.00	0.87%
UNITED STATES TREASURY	3/31/2017	176,155.27	175,273.00	0.87%
UNITED STATES TREASURY	3/31/2017	500,898.43	500,780.00	0.87%
UNITED STATES TREASURY	3/31/2017	726,047.85	726,131.00	0.87%
UNITED STATES TREASURY	3/31/2017	14,486,972.66	14,433,735.00	0.87%
UNITED STATES TREASURY	4/30/2017	369,167.50	369,840.90	0.91%
UNITED STATES TREASURY	4/30/2017	598,289.06	599,742.00	0.91%
UNITED STATES TREASURY	4/30/2017	2,002,734.38	1,999,140.00	0.91%
UNITED STATES TREASURY	4/30/2017	3,019,453.13	2,998,710.00	0.91%
UNITED STATES TREASURY	4/30/2017	4,215,750.00	4,198,194.00	0.91%
UNITED STATES TREASURY	4/30/2017	5,038,385.63	5,015,842.26	0.91%
UNITED STATES TREASURY	5/15/2017	13,397,427.69	13,391,692.00	0.92%
UNITED STATES TREASURY	5/31/2017	494,191.41	461,389.50	0.95%
UNITED STATES TREASURY	5/31/2017	594,316.40	553,667.40	0.95%
UNITED STATES TREASURY	5/31/2017	1,686,718.75	1,692,503.00	0.94%
UNITED STATES TREASURY	5/31/2017	698,277.34	696,913.00	0.94%
UNITED STATES TREASURY	5/31/2017	893,917.97	896,031.00	0.94%
UNITED STATES TREASURY	5/31/2017	1,191,796.87	1,194,708.00	0.94%
UNITED STATES TREASURY	5/31/2017	742,236.33	746,692.50	0.94%
UNITED STATES TREASURY	5/31/2017	742,880.86	746,692.50	0.94%
UNITED STATES TREASURY	5/31/2017	994,218.75	995,590.00	0.94%
UNITED STATES TREASURY	6/30/2017	893,531.25	897,192.00	0.96%
UNITED STATES TREASURY	6/30/2017	1,092,867.19	1,096,568.00	0.96%
UNITED STATES TREASURY	6/30/2017	6,988,789.06	6,964,720.00	0.96%
UNITED STATES TREASURY	6/30/2017	1,999,531.25	1,989,920.00	0.96%
UNITED STATES TREASURY	6/30/2017	2,991,210.94	2,984,880.00	0.96%
UNITED STATES TREASURY	7/15/2017	3,987,357.15	3,993,280.00	0.99%
UNITED STATES TREASURY	7/15/2017	7,019,414.06	6,988,240.00	0.99%
UNITED STATES TREASURY	7/31/2017	594,687.50	561,599.50	1.03%
UNITED STATES TREASURY	7/31/2017	420,179.60	408,436.00	1.03%
UNITED STATES TREASURY	7/31/2017	833,343.75	816,872.00	1.03%

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UNITED STATES TREASURY	7/31/2017	520,937.50	510,545.00	1.03%
UNITED STATES TREASURY	7/31/2017	537,558.59	510,545.00	1.03%
UNITED STATES TREASURY	7/31/2017	983,046.87	992,420.00	0.98%
UNITED STATES TREASURY	7/31/2017	397,125.00	396,968.00	0.98%
UNITED STATES TREASURY	7/31/2017	885,691.41	893,178.00	0.98%
UNITED STATES TREASURY	7/31/2017	396,578.12	396,968.00	0.98%
UNITED STATES TREASURY	7/31/2017	984,101.56	992,420.00	0.98%
UNITED STATES TREASURY	7/31/2017	317,225.00	317,574.40	0.98%
UNITED STATES TREASURY	7/31/2017	297,621.10	297,726.00	0.98%
UNITED STATES TREASURY	7/31/2017	495,722.65	496,210.00	0.98%
UNITED STATES TREASURY	7/31/2017	20,060,742.19	19,987,641.00	0.98%
UNITED STATES TREASURY	8/31/2017	2,469,335.94	2,483,975.00	1.01%
UNITED STATES TREASURY	8/31/2017	500,058.59	496,795.00	1.01%
UNITED STATES TREASURY	8/31/2017	998,671.88	993,590.00	1.01%
UNITED STATES TREASURY	8/31/2017	986,953.13	993,590.00	1.01%
UNITED STATES TREASURY	8/31/2017	690,894.53	695,513.00	1.01%
UNITED STATES TREASURY	8/31/2017	8,987,343.75	8,942,310.00	1.01%
UNITED STATES TREASURY	9/15/2017	3,923,398.82	3,927,681.30	1.03%
UNITED STATES TREASURY	9/30/2017	718,976.56	709,870.00	1.06%
UNITED STATES TREASURY	9/30/2017	4,423,625.00	4,360,630.00	1.06%
UNITED STATES TREASURY	9/30/2017	299,929.68	297,927.00	1.02%
UNITED STATES TREASURY	9/30/2017	692,261.72	695,163.00	1.02%
UNITED STATES TREASURY	9/30/2017	600,117.18	595,854.00	1.02%
UNITED STATES TREASURY	9/30/2017	400,234.38	397,236.00	1.02%
UNITED STATES TREASURY	9/30/2017	1,086,507.81	1,092,399.00	1.02%
UNITED STATES TREASURY	9/30/2017	500,488.28	496,545.00	1.02%
UNITED STATES TREASURY	9/30/2017	395,218.75	397,236.00	1.02%
UNITED STATES TREASURY	9/30/2017	1,095,230.47	1,092,399.00	1.02%
UNITED STATES TREASURY	9/30/2017	1,696,746.09	1,688,253.00	1.02%
UNITED STATES TREASURY	9/30/2017	11,941,406.25	11,917,080.00	1.02%
UNITED STATES TREASURY	9/30/2017	4,170,325.78	4,141,185.30	1.02%
UNITED STATES TREASURY	10/31/2017	636,726.56	608,694.00	1.07%
UNITED STATES TREASURY	10/31/2017	307,312.50	304,347.00	1.07%
UNITED STATES TREASURY	10/31/2017	593,687.50	568,114.40	1.07%
UNITED STATES TREASURY	10/31/2017	423,703.12	405,796.00	1.07%
UNITED STATES TREASURY	10/31/2017	403,067.19	385,506.20	1.07%
UNITED STATES TREASURY	10/31/2017	795,031.25	795,752.00	1.04%
UNITED STATES TREASURY	10/31/2017	396,515.62	397,876.00	1.04%
UNITED STATES TREASURY	10/31/2017	1,192,546.88	1,193,628.00	1.04%
UNITED STATES TREASURY	10/31/2017	600,820.32	596,814.00	1.04%
UNITED STATES TREASURY	10/31/2017	792,031.25	795,752.00	1.04%
UNITED STATES TREASURY	10/31/2017	197,867.19	198,938.00	1.04%
UNITED STATES TREASURY	10/31/2017	513,247.26	507,291.90	1.04%
UNITED STATES TREASURY	10/31/2017	791,395.31	805,698.90	1.04%
UNITED STATES TREASURY	10/31/2017	4,991,296.30	4,995,450.00	0.48%
UNITED STATES TREASURY	11/15/2017	10,169,320.31	10,164,504.00	1.06%
UNITED STATES TREASURY	11/15/2017	12,041,881.25	12,067,857.20	1.06%
UNITED STATES TREASURY	11/15/2017	8,445,847.29	8,440,524.40	1.06%
UNITED STATES TREASURY	11/30/2017	196,859.37	198,344.00	1.06%
UNITED STATES TREASURY	11/30/2017	1,082,425.78	1,090,892.00	1.06%
UNITED STATES TREASURY	11/30/2017	1,087,925.78	1,090,892.00	1.06%
UNITED STATES TREASURY	11/30/2017	600,117.19	595,032.00	1.06%
UNITED STATES TREASURY	11/30/2017	198,812.50	198,344.00	1.06%
UNITED STATES TREASURY	11/30/2017	590,367.19	595,032.00	1.06%
UNITED STATES TREASURY	11/30/2017	787,250.00	793,376.00	1.06%
UNITED STATES TREASURY	11/30/2017	300,339.84	297,516.00	1.06%
UNITED STATES TREASURY	11/30/2017	300,117.19	297,516.00	1.06%
UNITED STATES TREASURY	11/30/2017	25,789,765.56	25,784,720.00	1.06%
UNITED STATES TREASURY	11/30/2017	5,605,290.77	5,603,758.20	1.03%
UNITED STATES TREASURY	12/15/2017	9,098,933.60	9,087,533.00	1.07%
UNITED STATES TREASURY	12/15/2017	2,713,710.94	2,696,301.00	1.07%



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UNITED STATES TREASURY	12/31/2017	791,906.25	794,592.00	1.09%
UNITED STATES TREASURY	12/31/2017	692,070.31	695,268.00	1.09%
UNITED STATES TREASURY	12/31/2017	598,570.32	595,944.00	1.09%
UNITED STATES TREASURY	12/31/2017	299,203.13	297,972.00	1.09%
UNITED STATES TREASURY	12/31/2017	800,375.00	794,592.00	1.09%
UNITED STATES TREASURY	12/31/2017	994,609.37	993,240.00	1.09%
UNITED STATES TREASURY	12/31/2017	2,497,236.58	2,496,875.00	1.06%
UNITED STATES TREASURY	1/15/2018	2,489,257.81	2,488,675.00	1.10%
UNITED STATES TREASURY	1/31/2018	795,187.50	796,000.00	1.12%
UNITED STATES TREASURY	1/31/2018	699,945.31	696,500.00	1.12%
UNITED STATES TREASURY	1/31/2018	550,000.00	547,250.00	1.12%
UNITED STATES TREASURY	1/31/2018	400,781.25	398,000.00	1.12%
UNITED STATES TREASURY	1/31/2018	651,294.92	646,750.00	1.12%
UNITED STATES TREASURY	2/15/2018	2,510,546.88	2,492,200.00	1.15%
UNITED STATES TREASURY	2/15/2018	15,863,447.49	15,840,423.20	1.15%
UNITED STATES TREASURY	2/15/2018	734,220.31	727,722.40	1.15%
UNITED STATES TREASURY	2/28/2018	349,166.02	347,018.00	1.15%
UNITED STATES TREASURY	2/28/2018	4,640,554.69	4,610,382.00	1.15%
UNITED STATES TREASURY	2/28/2018	99,090.18	99,148.00	1.15%
UNITED STATES TREASURY	2/28/2018	891,706.14	892,332.00	1.15%
UNITED STATES TREASURY	3/15/2018	3,760,107.41	3,736,950.00	1.16%
UNITED STATES TREASURY	3/31/2018	498,203.12	495,525.00	1.15%
UNITED STATES TREASURY	4/15/2018	248,935.55	247,577.50	1.18%
UNITED STATES TREASURY	4/15/2018	1,987,968.75	1,980,620.00	1.18%
UNITED STATES TREASURY	4/15/2018	6,840,748.85	6,803,429.70	1.18%
UNITED STATES TREASURY	4/30/2018	590,156.25	592,290.00	1.19%
UNITED STATES TREASURY	4/30/2018	794,274.61	799,591.50	1.19%
UNITED STATES TREASURY	4/30/2018	149,121.09	148,072.50	1.19%
UNITED STATES TREASURY	4/30/2018	649,212.89	641,647.50	1.19%
UNITED STATES TREASURY	4/30/2018	294,937.50	296,145.00	1.19%
UNITED STATES TREASURY	4/30/2018	1,063,433.59	1,085,865.00	1.19%
UNITED STATES TREASURY	4/30/2018	389,765.62	394,860.00	1.19%
UNITED STATES TREASURY	4/30/2018	1,082,425.78	1,085,865.00	1.19%
UNITED STATES TREASURY	4/30/2018	1,080,707.03	1,085,865.00	1.19%
UNITED STATES TREASURY	4/30/2018	989,179.69	987,150.00	1.19%
UNITED STATES TREASURY	5/31/2018	796,687.50	795,904.00	1.22%
UNITED STATES TREASURY	5/31/2018	800,031.25	795,904.00	1.22%
UNITED STATES TREASURY	5/31/2018	297,996.10	298,464.00	1.22%
UNITED STATES TREASURY	5/31/2018	545,810.54	547,184.00	1.22%
UNITED STATES TREASURY	5/31/2018	1,592,250.00	1,591,808.00	1.22%
UNITED STATES TREASURY	6/15/2018	399,765.63	399,064.00	1.22%
UNITED STATES TREASURY	6/30/2018	518,847.66	514,650.00	1.18%
UNITED STATES TREASURY	6/30/2018	1,001,992.18	1,003,940.00	1.21%
UNITED STATES TREASURY	7/15/2018	9,946,875.00	9,909,800.00	1.24%
UNITED STATES TREASURY	7/31/2018	1,411,812.50	1,405,362.00	1.22%
UNITED STATES TREASURY	7/31/2018	911,214.85	903,447.00	1.22%
UNITED STATES TREASURY	8/31/2018	1,012,187.50	1,006,640.00	1.25%
UNITED STATES TREASURY	9/15/2018	3,957,438.68	3,941,773.30	1.27%
UNITED STATES TREASURY	9/15/2018	4,999,414.05	4,964,450.00	1.27%
UNITED STATES TREASURY	9/15/2018	15,810,437.50	15,747,235.40	1.27%
UNITED STATES TREASURY	9/15/2018	5,192,281.28	5,163,028.00	1.27%
UNITED STATES TREASURY	9/15/2018	395,771.48	392,191.55	1.27%
UNITED STATES TREASURY	9/15/2018	7,208,930.86	7,119,021.30	1.27%
UNITED STATES TREASURY	9/30/2018	678,910.94	682,128.40	1.26%
UNITED STATES TREASURY	10/15/2018	995,585.94	988,980.00	1.28%
UNITED STATES TREASURY	10/31/2018	1,097,335.93	1,098,449.00	1.30%
UNITED STATES TREASURY	10/31/2018	1,006,679.69	998,590.00	1.30%
UNITED STATES TREASURY	10/31/2018	601,804.69	599,154.00	1.30%
UNITED STATES TREASURY	10/31/2018	1,006,015.62	998,590.00	1.30%
UNITED STATES TREASURY	10/31/2018	1,296,394.54	1,298,167.00	1.30%
UNITED STATES TREASURY	10/31/2018	1,486,699.22	1,497,885.00	1.30%

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UNITED STATES TREASURY	10/31/2018	806,125.00	798,872.00	1.30%
UNITED STATES TREASURY	10/31/2018	852,058.59	848,801.50	1.30%
UNITED STATES TREASURY	10/31/2018	676,520.32	679,041.20	1.30%
UNITED STATES TREASURY	10/31/2018	400,250.00	399,436.00	1.30%
UNITED STATES TREASURY	10/31/2018	100,730.46	99,859.00	1.30%
UNITED STATES TREASURY	11/30/2018	695,132.82	698,824.00	1.31%
UNITED STATES TREASURY	11/30/2018	1,303,808.59	1,297,816.00	1.31%
UNITED STATES TREASURY	11/30/2018	493,847.65	499,160.00	1.31%
UNITED STATES TREASURY	11/30/2018	401,437.50	399,328.00	1.31%
UNITED STATES TREASURY	12/31/2018	1,115,425.78	1,104,983.00	1.35%
UNITED STATES TREASURY	12/31/2018	692,207.03	703,171.00	1.35%
UNITED STATES TREASURY	12/31/2018	1,210,312.50	1,200,888.00	1.35%
UNITED STATES TREASURY	12/31/2018	1,407,492.19	1,401,036.00	1.35%
UNITED STATES TREASURY	12/31/2018	1,403,937.50	1,401,036.00	1.35%
UNITED STATES TREASURY	12/31/2018	303,867.19	300,222.00	1.35%
UNITED STATES TREASURY	12/31/2018	1,009,453.12	1,000,740.00	1.35%
UNITED STATES TREASURY	12/31/2018	2,830,187.50	2,802,072.00	1.35%
UNITED STATES TREASURY	1/31/2019	502,988.28	501,760.00	1.38%
UNITED STATES TREASURY	1/31/2019	500,683.60	501,760.00	1.38%
UNITED STATES TREASURY	1/31/2019	1,006,328.12	1,003,520.00	1.38%
UNITED STATES TREASURY	1/31/2019	855,578.12	852,992.00	1.38%
UNITED STATES TREASURY	1/31/2019	1,698,937.50	1,694,288.00	1.36%
UNITED STATES TREASURY	1/31/2019	402,906.25	398,656.00	1.36%
UNITED STATES TREASURY	1/31/2019	1,973,750.00	1,993,280.00	1.36%
UNITED STATES TREASURY	1/31/2019	247,226.56	249,160.00	1.36%
UNITED STATES TREASURY	1/31/2019	198,984.37	199,328.00	1.36%
UNITED STATES TREASURY	1/31/2019	7,556,542.97	7,474,800.00	1.36%
UNITED STATES TREASURY	2/28/2019	858,234.38	852,686.00	1.40%
UNITED STATES TREASURY	2/28/2019	1,000,117.18	999,340.00	1.40%
UNITED STATES TREASURY	2/28/2019	1,001,992.19	999,340.00	1.40%
UNITED STATES TREASURY	2/28/2019	859,960.93	849,439.00	1.40%
UNITED STATES TREASURY	2/28/2019	1,191,328.13	1,199,208.00	1.40%
UNITED STATES TREASURY	2/28/2019	1,102,707.03	1,099,274.00	1.40%
UNITED STATES TREASURY	2/28/2019	708,367.18	699,538.00	1.40%
UNITED STATES TREASURY	2/28/2019	1,400,218.75	1,399,076.00	1.40%
UNITED STATES TREASURY	2/28/2019	2,204,554.69	2,198,548.00	1.40%
UNITED STATES TREASURY	2/28/2019	4,538,320.31	4,497,030.00	1.40%
UNITED STATES TREASURY	3/31/2019	1,427,835.94	1,408,750.00	1.43%
UNITED STATES TREASURY	4/30/2019	858,433.59	854,947.00	1.45%
UNITED STATES TREASURY	5/31/2019	1,725,300.79	1,701,598.00	1.47%
UNITED STATES TREASURY	5/31/2019	1,305,941.40	1,301,222.00	1.47%
UNITED STATES TREASURY	5/31/2019	1,422,695.31	1,401,316.00	1.47%
UNITED STATES TREASURY	5/31/2019	853,486.33	850,799.00	1.47%
UNITED STATES TREASURY	5/31/2019	1,113,062.50	1,101,034.00	1.47%
UNITED STATES TREASURY	5/31/2019	1,410,992.19	1,401,316.00	1.47%
UNITED STATES TREASURY	6/30/2019	789,437.50	786,784.00	1.49%
UNITED STATES TREASURY	6/30/2019	377,721.10	383,557.20	1.49%
UNITED STATES TREASURY	7/31/2019	597,037.50	596,226.20	1.52%
UNITED STATES TREASURY	7/31/2019	980,351.56	977,420.00	1.52%
UNITED STATES TREASURY	8/31/2019	534,166.01	539,148.50	1.56%
UNITED STATES TREASURY	9/30/2019	968,945.31	978,980.00	1.58%
UNITED STATES TREASURY	9/30/2019	1,082,984.37	1,076,878.00	1.58%
UNITED STATES TREASURY	11/30/2019	1,001,914.06	996,020.00	1.61%
UNITED STATES TREASURY	1/31/2020	199,826.00	197,914.00	1.64%
UNITED STATES TREASURY	8/31/2020	705,673.44	698,625.80	1.73%
UNITED STATES TREASURY	11/30/2020	5,457,188.69	5,457,389.40	1.75%
<b>SUB-TOTAL</b>		<b>745,276,411.65</b>	<b>740,974,387.21</b>	

**MEDIUM TERM NOTES**

3M CO	9/29/2016	167,917.20	165,422.40	1.03%
3M CO	9/29/2016	41,025.60	40,102.40	1.03%

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3M CO	6/26/2017	537,510.60	539,238.60	1.10%
ABB FINANCE USA INC	5/8/2017	104,903.40	105,070.35	1.57%
ABB TREASURY CENTER (USA) INC	6/15/2016	56,148.40	55,275.00	1.39%
ABB TREASURY CENTER (USA) INC	6/15/2016	101,995.00	100,500.00	1.39%
ACE INA HOLDINGS INC	2/15/2017	24,723.82	23,019.70	1.52%
ACE INA HOLDINGS INC	3/15/2018	60,709.50	54,271.00	1.83%
ACE INA HOLDINGS INC	6/15/2019	145,097.50	139,836.25	2.31%
ACE INA HOLDINGS INC	11/3/2020	349,804.00	347,483.50	2.46%
AETNA INC	11/15/2017	60,352.20	59,773.80	1.71%
AETNA INC	3/15/2019	130,243.10	129,326.60	2.37%
AFLAC INC	2/15/2017	517,560.00	506,585.00	1.46%
AIG GLOBAL FUNDING	12/15/2017	96,909.79	96,512.09	1.91%
Allstate Corporation (The)	5/15/2018	125,163.15	116,464.95	2.01%
AMERICAN EXPRESS CO	8/28/2017	569,215.50	562,075.50	1.81%
AMERICAN EXPRESS CO	8/28/2017	98,224.20	96,355.80	1.81%
AMERICAN EXPRESS CO	8/28/2017	440,716.40	406,835.60	1.81%
AMERICAN EXPRESS CO	5/22/2018	496,285.00	496,095.00	1.89%
AMERICAN EXPRESS CREDIT CORP	3/24/2017	2,683,642.00	2,628,236.00	1.48%
AMERICAN EXPRESS CREDIT CORP	6/5/2017	498,780.00	497,695.00	1.45%
AMERICAN EXPRESS CREDIT CORP	6/5/2017	179,560.80	179,170.20	1.45%
AMERICAN EXPRESS CREDIT CORP	6/5/2017	364,532.80	363,317.35	1.45%
AMERICAN EXPRESS CREDIT CORP	9/22/2017	1,053,586.30	1,054,578.00	1.57%
AMERICAN EXPRESS CREDIT CORP	7/31/2018	194,744.55	194,650.95	1.87%
AMERICAN EXPRESS CREDIT CORP	3/18/2019	150,474.00	149,985.00	2.13%
AMERICAN EXPRESS CREDIT CORP	8/15/2019	109,749.20	110,019.80	2.24%
AMERICAN EXPRESS CREDIT CORP	8/15/2019	80,192.80	80,014.40	2.24%
AMERICAN HONDA FINANCE CORP	10/7/2016	1,758,857.80	1,766,412.00	1.02%
AMERICAN HONDA FINANCE CORP	7/14/2017	1,997,180.00	1,991,180.00	1.49%
AMERICAN HONDA FINANCE CORP	12/11/2017	38,144.02	38,008.36	1.54%
AMERICAN HONDA FINANCE CORP	8/15/2019	99,815.00	100,246.00	2.18%
AMERICAN HONDA FINANCE CORPORATION	10/1/2018	178,647.00	171,861.00	2.14%
ANHEUSER-BUSCH CO	3/1/2017	68,582.40	62,835.00	1.50%
ANHEUSER-BUSCH INBEV NV	1/15/2019	175,654.45	167,611.30	2.40%
ANHEUSER-BUSCH INBEV WORLDWIDE INC	11/15/2019	201,130.40	196,528.50	2.61%
APPLE INC	5/3/2016	214,610.85	214,924.75	0.55%
APPLE INC	5/5/2017	1,499,205.00	1,500,885.00	1.01%
APPLE INC	5/5/2017	500,040.00	500,295.00	1.01%
APPLE INC	5/12/2017	86,939.97	86,731.17	1.13%
APPLE INC	5/12/2017	1,603,892.55	1,600,040.55	1.13%
APPLE INC	5/12/2017	659,544.60	657,960.60	1.13%
APPLE INC	5/3/2018	195,450.00	198,376.00	1.35%
APPLE INC	5/3/2018	178,111.80	178,538.40	1.35%
APPLE INC	5/3/2018	495,845.00	495,940.00	1.35%
ARIZONA PUBLIC SERVICE CO	3/1/2019	102,724.80	95,000.80	2.55%
ARIZONA PUBLIC SERVICE CO	1/15/2020	150,892.50	148,590.00	2.45%
ATLANTIC CITY ELECTRIC CO	11/15/2018	132,908.60	126,976.30	2.18%
ATMOS ENERGY CORP	6/15/2017	115,223.00	106,534.00	1.78%
ATMOS ENERGY CORP	6/15/2017	87,063.20	85,227.20	1.78%
BANK OF AMERICA CORP	7/12/2016	265,777.50	253,135.00	1.37%
BANK OF AMERICA CORP	3/22/2017	824,280.00	817,488.00	2.06%
BANK OF AMERICA CORP	8/25/2017	429,548.50	428,770.20	1.88%
BANK OF AMERICA CORP	8/25/2017	270,437.40	269,227.80	1.88%
BANK OF AMERICA CORP	9/1/2017	209,457.00	191,557.80	2.06%
BANK OF AMERICA CORP	9/1/2017	226,900.00	212,842.00	2.06%
BANK OF AMERICA CORP	12/1/2017	395,773.00	374,412.50	2.02%
BANK OF AMERICA CORP	1/11/2018	240,196.80	239,695.20	2.06%
BANK OF AMERICA CORP	4/1/2019	508,755.00	501,220.00	2.57%
BANK OF AMERICA CORP	6/1/2019	138,190.90	133,206.80	2.74%
BANK OF AMERICA NA	2/14/2017	3,696,744.00	3,696,522.00	1.33%
BANK OF AMERICA NA	2/14/2017	1,198,944.00	1,198,872.00	1.33%
BANK OF AMERICA NA	3/26/2018	1,500,810.00	1,488,720.00	2.00%

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BANK OF AMERICA NA	3/26/2018	1,298,219.00	1,290,224.00	2.00%
BANK OF AMERICA NA	12/7/2018	3,000,000.00	2,991,360.00	2.15%
BANK OF NEW YORK COMPANY, INC. (THE)	1/15/2020	101,092.50	97,491.60	2.42%
BANK OF NEW YORK COMPANY, INC. (THE)	1/15/2020	141,420.50	140,821.20	2.42%
BANK OF NEW YORK MELLON CORP	1/25/2018	34,174.00	34,686.05	1.74%
BANK OF NEW YORK MELLON CORP	3/6/2018	198,908.00	199,288.00	1.52%
BANK OF NEW YORK MELLON CORP	5/22/2018	1,439,870.40	1,434,614.40	1.76%
BANK OF NEW YORK MELLON CORP	8/1/2018	913,734.00	906,165.00	1.82%
BANK OF NEW YORK MELLON CORP	1/15/2019	99,995.00	100,465.00	1.94%
BANK OF NEW YORK MELLON CORP	1/15/2019	50,437.50	50,232.50	1.94%
BANK OF NEW YORK MELLON CORP	3/4/2019	35,199.85	35,106.05	2.10%
BANK OF NEW YORK MELLON CORP	3/4/2019	50,603.50	50,151.50	2.10%
BANK OF TOKYO MITSUBISHI UFJ LTD	9/8/2017	489,412.00	486,908.10	1.83%
BANK OF TOKYO-MITSUBISHI UFJ LTD	3/5/2018	1,548,775.50	1,537,104.00	2.09%
BAYER US FINANCE LLC	10/8/2019	203,710.00	200,126.00	2.36%
BB&T CORP	4/29/2016	159,480.00	151,527.00	0.83%
BB&T CORP	4/29/2016	161,946.00	151,527.00	0.83%
BB&T CORP	3/22/2017	142,728.60	141,079.40	1.47%
BB&T CORP	3/22/2017	73,052.70	70,539.70	1.47%
BB&T CORP	8/15/2017	140,932.40	140,161.00	1.52%
BB&T CORP	8/15/2017	518,055.42	519,596.85	1.52%
BB&T CORP	8/15/2017	299,454.00	300,345.00	1.52%
BB&T CORP	1/12/2018	129,509.90	129,155.00	1.78%
BERKSHIRE HATHAWAY FINANCE CORP	5/15/2018	564,000.00	542,705.00	1.71%
BERKSHIRE HATHAWAY INC	1/31/2017	1,553,385.00	1,513,020.00	1.09%
BERKSHIRE HATHAWAY INC	1/31/2017	579,971.00	585,034.40	1.09%
BERKSHIRE HATHAWAY INC	2/9/2018	120,091.20	120,195.60	1.47%
BLACKROCK INC	9/15/2017	23,055.74	20,532.54	1.44%
BLACKROCK INC	9/15/2017	6,071.90	5,403.30	1.44%
BLACKROCK INC	12/10/2019	131,338.05	127,155.50	2.19%
BOEING CAPITAL CORP	8/15/2016	104,758.00	100,695.00	0.83%
BOEING CAPITAL CORP	8/15/2016	62,471.40	60,417.00	0.83%
BOEING CAPITAL CORP	8/15/2016	1,043,550.00	1,006,950.00	0.83%
BOEING CO	5/15/2018	106,835.30	108,736.10	1.44%
BOTTLING GROUP LLC	4/1/2016	116,903.00	101,124.00	0.98%
BOTTLING GROUP LLC	1/15/2019	222,142.00	219,052.00	1.88%
BRANCH BANKING AND TRUST CO	10/3/2016	2,399,136.00	2,408,784.00	0.90%
BRANCH BANKING AND TRUST CO	4/3/2017	2,393,328.00	2,387,064.00	1.43%
BRANCH BANKING AND TRUST CO	10/1/2017	999,380.00	998,190.00	1.45%
BRANCH BANKING AND TRUST CO	10/1/2017	499,240.00	499,095.00	1.45%
BRANCH BANKING AND TRUST CO	10/1/2017	719,553.60	718,696.80	1.45%
CARGILL INC	3/1/2017	233,410.90	231,023.50	1.51%
CARGILL INC	11/27/2017	115,382.00	107,354.00	2.04%
CARGILL INC	11/27/2017	103,601.70	96,618.60	2.04%
CATERPILLAR FINANCIAL SERVICES CORP	4/1/2016	60,360.00	60,281.40	0.77%
CATERPILLAR FINANCIAL SERVICES CORP	4/1/2016	52,619.50	50,234.50	0.77%
CATERPILLAR FINANCIAL SERVICES CORP	8/1/2016	98,722.10	95,581.40	0.99%
CATERPILLAR FINANCIAL SERVICES CORP	9/6/2016	1,139,829.00	1,143,739.20	0.87%
CATERPILLAR FINANCIAL SERVICES CORP	3/3/2017	2,398,584.00	2,394,000.00	1.22%
CATERPILLAR FINANCIAL SERVICES CORP	3/3/2017	249,852.50	249,375.00	1.22%
CATERPILLAR FINANCIAL SERVICES CORP	3/24/2017	91,200.60	90,244.80	1.53%
CATERPILLAR FINANCIAL SERVICES CORP	8/18/2017	129,935.00	129,534.60	1.47%
CATERPILLAR FINANCIAL SERVICES CORP	8/18/2017	300,357.00	298,926.00	1.47%
CATERPILLAR FINANCIAL SERVICES CORP	8/18/2017	999,800.00	996,420.00	1.47%
CATERPILLAR FINANCIAL SERVICES CORP	8/18/2017	499,750.00	498,210.00	1.47%
CATERPILLAR FINANCIAL SERVICES CORP	11/6/2017	36,928.96	36,857.18	1.46%
CATERPILLAR FINANCIAL SERVICES CORP	11/6/2017	166,697.73	166,355.38	1.46%
CATERPILLAR FINANCIAL SERVICES CORPORATION	9/1/2017	59,999.00	53,585.00	1.48%
CATERPILLAR INC	6/26/2017	91,785.60	90,155.70	1.38%
CHARLES SCHWAB CORP	3/10/2018	699,118.00	696,577.00	1.73%
CHARLES SCHWAB CORP	7/25/2018	223,781.80	220,457.60	2.11%

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CHEVRON CORP	11/9/2017	2,000,000.00	1,995,520.00	1.47%
CHEVRON CORP	11/9/2017	970,000.00	967,827.20	1.47%
CHEVRON CORP	11/15/2017	1,260,000.00	1,256,031.00	1.52%
CHEVRON CORP	12/5/2017	49,928.50	49,656.00	1.47%
CHEVRON CORP	3/2/2018	65,000.00	64,480.00	1.74%
CHEVRON CORP	3/2/2018	140,417.20	138,880.00	1.74%
CHEVRON CORP	3/2/2018	93,769.70	93,248.00	1.74%
CHEVRON CORP	3/2/2018	2,000,000.00	1,984,000.00	1.74%
CHEVRON CORP	3/2/2018	600,000.00	595,200.00	1.74%
CHEVRON CORP	6/24/2018	120,578.40	119,386.80	1.93%
CHEVRON CORP	6/24/2018	20,223.40	19,897.80	1.93%
CHEVRON CORP	6/24/2018	54,750.85	54,718.95	1.93%
CHEVRON CORP	11/16/2018	225,000.00	222,963.75	2.12%
CHEVRON CORP	11/16/2018	450,000.00	445,927.50	2.12%
CHEVRON CORP	3/3/2019	55,220.00	54,475.50	2.02%
CHUBB CORP	5/15/2018	75,062.00	70,747.95	1.92%
CHUBB CORP	5/15/2018	115,653.00	108,843.00	1.92%
CHUBB CORP	5/15/2018	97,289.30	92,516.55	1.92%
CHUBB CORP	5/15/2018	114,226.00	108,843.00	1.92%
CHUBB CORP	5/15/2018	174,229.50	163,264.50	1.92%
CISCO SYSTEMS INC	2/22/2016	62,851.25	55,350.90	0.97%
CISCO SYSTEMS INC	2/22/2016	89,612.00	80,510.40	0.97%
CISCO SYSTEMS INC	3/3/2017	199,988.00	200,168.00	1.03%
CISCO SYSTEMS INC	3/3/2017	1,689,898.60	1,691,419.60	1.03%
CISCO SYSTEMS INC	3/14/2017	113,729.40	110,661.12	1.08%
CISCO SYSTEMS INC	3/14/2017	60,349.30	56,355.20	1.08%
CISCO SYSTEMS INC	6/15/2018	1,119,809.60	1,124,681.60	1.48%
CISCO SYSTEMS INC	3/1/2019	200,782.00	201,716.00	1.84%
CITIGROUP INC	3/10/2017	800,592.00	797,040.00	1.66%
CITIGROUP INC	3/10/2017	239,901.60	239,112.00	1.66%
CITIGROUP INC	11/24/2017	187,962.40	187,721.76	1.93%
CITIGROUP INC	2/5/2018	50,114.50	49,808.50	1.99%
CITIGROUP INC	2/5/2018	379,711.20	378,544.60	1.99%
CITIGROUP INC	4/27/2018	309,017.30	306,927.90	2.14%
CITIGROUP INC	9/26/2018	147,412.80	146,260.05	2.17%
CITIGROUP INC	9/26/2018	259,077.45	257,215.95	2.17%
CITIGROUP INC	4/8/2019	112,004.20	110,446.60	2.42%
CITIGROUP INC	4/8/2019	127,365.00	125,507.50	2.42%
CITIGROUP INC	2/18/2020	148,843.50	148,245.00	2.70%
CITIGROUP INC	2/18/2020	149,583.00	148,245.00	2.70%
CITIGROUP INC	2/18/2020	297,246.00	296,490.00	2.70%
COCA-COLA CO	9/1/2016	81,436.80	80,513.60	0.83%
COCA-COLA CO	11/1/2016	250,037.50	249,727.50	0.88%
COCA-COLA CO	11/1/2016	1,118,712.00	1,118,779.20	0.88%
COCA-COLA CO	10/27/2017	1,664,267.40	1,658,789.55	1.08%
COCA-COLA CO	10/27/2017	319,859.20	318,806.40	1.08%
COCA-COLA CO	3/14/2018	115,456.55	115,796.95	1.33%
COCA-COLA CO	10/27/2020	1,457,430.40	1,445,049.60	2.10%
COMCAST CORP	1/15/2017	799,001.00	736,827.00	1.38%
COMERICA INC	5/23/2019	90,507.60	89,370.00	2.34%
COMERICA INC	5/23/2019	59,793.00	59,580.00	2.34%
COMMONWEALTH BANK OF AUSTRALIA	9/18/2017	506,915.00	502,580.00	1.59%
COMMONWEALTH EDISON CO	3/15/2018	129,414.10	124,618.60	1.91%
COMMONWEALTH EDISON CO	1/15/2019	70,711.20	69,674.50	2.31%
COMMONWEALTH EDISON CO	1/15/2019	130,860.60	129,395.50	2.31%
CONOCOPHILLIPS	2/1/2019	609,235.00	573,650.80	2.94%
CONOCOPHILLIPS CO	5/15/2018	88,989.32	87,368.63	2.30%
CONOCOPHILLIPS CO	5/15/2018	499,940.00	490,835.00	2.30%
CONSOLIDATED EDISON COMPANY OF NEW YORK I	4/1/2018	49,707.00	48,658.05	2.13%
CONSUMERS ENERGY CO	9/15/2018	113,008.00	109,244.00	2.12%
CONSUMERS ENERGY CO	3/15/2019	53,084.70	50,449.95	2.19%

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CONSUMERS ENERGY CO	3/15/2019	76,363.95	72,872.15	2.19%
CONSUMERS ENERGY COMPANY	8/15/2016	33,499.20	30,795.90	1.20%
CREDIT SUISSE (USA) INC	8/16/2016	162,489.60	143,927.00	1.33%
DAIMLER FINANCE NORTH AMERICA LLC	1/11/2016	555,316.12	556,022.24	1.10%
DAIMLER FINANCE NORTH AMERICA LLC	3/10/2017	749,580.00	744,307.50	1.77%
DAIMLER FINANCE NORTH AMERICA LLC	4/10/2017	152,268.00	150,792.00	1.98%
DAIMLER FINANCE NORTH AMERICA LLC	8/1/2017	149,482.50	148,644.00	1.96%
DAIMLER FINANCE NORTH AMERICA LLC	8/1/2017	996,550.00	990,960.00	1.96%
DAIMLER FINANCE NORTH AMERICA LLC	8/1/2017	169,413.50	168,463.20	1.96%
DAIMLER FINANCE NORTH AMERICA LLC	1/11/2018	150,100.50	149,407.50	2.07%
DAIMLER FINANCE NORTH AMERICA LLC	5/18/2018	1,498,080.00	1,478,850.00	2.26%
DAIMLER FINANCE NORTH AMERICA LLC	8/3/2018	149,940.00	148,999.50	2.27%
DANAHER CORP	6/23/2016	103,686.00	100,562.00	1.12%
DANAHER CORP	6/23/2016	119,501.10	115,646.30	1.12%
DANAHER CORP	6/23/2016	52,411.50	50,281.00	1.12%
DANAHER CORP	9/15/2018	69,906.20	69,963.60	1.67%
DANAHER CORP	9/15/2018	739,008.40	739,615.20	1.67%
DANAHER CORP	9/15/2018	758,981.60	759,604.80	1.67%
DETROIT EDISON CO	6/15/2018	166,586.15	158,360.30	1.75%
DETROIT EDISON CO	6/15/2018	111,195.00	109,214.00	1.75%
DEUTSCHE BANK AG (LONDON BRANCH)	2/13/2017	1,249,887.50	1,242,937.50	1.91%
DUKE ENERGY CAROLINAS LLC	12/15/2016	50,443.50	50,275.50	1.17%
DUKE ENERGY CAROLINAS LLC	12/15/2016	91,089.00	90,495.90	1.17%
DUKE ENERGY CAROLINAS LLC	1/15/2018	78,292.90	74,683.00	1.89%
DUKE ENERGY CAROLINAS LLC	6/15/2020	142,814.10	140,705.50	2.34%
ELI LILLY AND CO	3/1/2018	399,648.00	399,016.00	1.37%
EMERSON ELECTRIC CO	4/15/2019	88,555.20	87,267.20	2.12%
EMERSON ELECTRIC CO	10/15/2019	224,096.00	219,512.00	2.18%
ENTERGY LOUISIANA LLC	9/1/2018	282,555.00	277,930.00	2.16%
EOG RESOURCES INC	2/1/2016	51,046.00	50,046.50	1.37%
EOG RESOURCES INC	2/1/2016	62,982.00	60,055.80	1.37%
EOG RESOURCES INC	2/1/2016	83,771.20	80,074.40	1.37%
EOG RESOURCES INC	2/1/2016	62,414.40	60,055.80	1.37%
EOG RESOURCES INC	9/15/2017	56,077.00	53,267.00	1.96%
EOG RESOURCES INC	6/1/2019	78,770.30	76,812.40	2.63%
EOG RESOURCES INC	6/1/2019	52,212.60	49,379.40	2.63%
EXXON MOBIL CORP	3/6/2018	1,360,000.00	1,357,837.60	1.38%
EXXON MOBIL CORP	3/6/2018	2,065,000.00	2,061,716.65	1.38%
EXXON MOBIL CORP	3/15/2019	333,283.50	330,237.60	1.80%
FIFTH THIRD BANK	11/18/2016	3,002,340.00	2,996,610.00	1.28%
FIFTH THIRD BANK	11/18/2016	699,818.00	699,209.00	1.28%
FIFTH THIRD BANK	8/20/2018	899,847.00	902,565.00	2.03%
FIFTH THIRD BANK	4/25/2019	401,592.00	401,324.00	2.27%
FLORIDA POWER & LIGHT CO	11/1/2017	229,360.40	203,051.10	1.73%
FLORIDA POWER CORP	6/15/2018	125,594.70	120,070.50	1.82%
GE CAPITAL INTERNATIONAL FUNDING CO	4/15/2016	607,869.28	608,167.15	0.80%
GE CAPITAL INTERNATIONAL FUNDING CO	4/15/2016	1,748,036.47	1,748,893.05	0.80%
GENERAL DYNAMICS CORP	11/15/2017	79,261.60	79,756.80	1.16%
GENERAL DYNAMICS CORP	11/15/2017	112,245.75	114,650.40	1.16%
GENERAL DYNAMICS CORP	11/15/2017	148,566.00	149,544.00	1.16%
GENERAL DYNAMICS CORP	11/15/2017	59,721.00	59,817.60	1.16%
GENERAL ELECTRIC CAPITAL CORP	1/8/2016	49,985.00	50,000.50	0.94%
GENERAL ELECTRIC CAPITAL CORP	1/9/2017	1,233,132.00	1,219,992.00	1.25%
GENERAL ELECTRIC CAPITAL CORP	2/15/2017	730,951.00	679,536.00	1.31%
GENERAL ELECTRIC CAPITAL CORP	5/15/2017	929,860.50	929,925.60	1.26%
GENERAL ELECTRIC CAPITAL CORP	5/15/2017	439,934.00	439,964.80	1.26%
GENERAL ELECTRIC CAPITAL CORP	9/15/2017	35,978.25	35,186.91	1.67%
GENERAL ELECTRIC CAPITAL CORP	9/15/2017	577,628.16	545,930.24	1.67%
GENERAL ELECTRIC CAPITAL CORPORATION	1/8/2016	310,987.60	280,067.20	3.68%
GEORGIA POWER CO	6/1/2017	60,218.50	52,777.00	1.71%
GEORGIA POWER CO	6/1/2017	113,686.00	105,554.00	1.71%

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GILEAD SCIENCES INC	9/4/2018	60,303.60	60,261.00	1.68%
GILEAD SCIENCES INC	9/4/2018	1,159,872.40	1,165,046.00	1.68%
GILEAD SCIENCES INC	9/4/2018	619,931.80	622,697.00	1.68%
GILEAD SCIENCES INC	9/4/2018	239,973.60	241,044.00	1.68%
GILEAD SCIENCES INC	9/1/2020	159,712.00	159,939.20	2.56%
GILEAD SCIENCES INC	9/1/2020	748,237.50	749,715.00	2.56%
GLAXOSMITHKLINE CAPITAL INC	5/15/2018	130,635.40	125,336.20	1.76%
GOLDMAN SACHS GROUP INC	1/15/2016	108,909.00	100,105.00	2.58%
GOLDMAN SACHS GROUP INC	2/7/2016	90,513.00	90,228.60	1.07%
GOLDMAN SACHS GROUP INC	2/7/2016	80,523.20	80,203.20	1.07%
GOLDMAN SACHS GROUP INC	2/7/2016	73,343.90	70,177.80	1.07%
GOLDMAN SACHS GROUP INC	2/7/2016	53,260.50	50,127.00	1.07%
GOLDMAN SACHS GROUP INC	9/1/2017	565,720.00	535,470.00	1.90%
GOLDMAN SACHS GROUP INC	9/1/2017	800,772.00	749,658.00	1.90%
GOLDMAN SACHS GROUP INC	1/18/2018	240,303.00	226,165.80	2.09%
GOLDMAN SACHS GROUP INC	1/18/2018	136,581.60	129,237.60	2.09%
GOLDMAN SACHS GROUP INC	1/22/2018	714,961.28	710,082.56	1.94%
GOLDMAN SACHS GROUP INC	4/1/2018	260,656.70	249,761.60	2.21%
GOLDMAN SACHS GROUP INC	4/1/2018	80,282.54	77,100.32	2.21%
GOLDMAN SACHS GROUP INC	4/1/2018	55,398.76	53,210.08	2.21%
GOLDMAN SACHS GROUP INC	4/1/2018	95,527.25	92,303.20	2.21%
GOLDMAN SACHS GROUP INC	7/19/2018	1,544,730.00	1,529,325.00	2.11%
GOLDMAN SACHS GROUP INC	2/15/2019	127,453.20	120,147.30	2.65%
GOLDMAN SACHS GROUP INC	2/15/2019	179,527.50	171,639.00	2.65%
GOLDMAN SACHS GROUP INC	2/15/2019	153,973.30	148,753.80	2.65%
GOLDMAN SACHS GROUP INC	9/15/2020	57,194.37	56,962.38	2.76%
HALLIBURTON CO	8/1/2016	70,409.50	69,891.50	1.27%
HALLIBURTON CO	8/1/2016	419,680.80	419,349.00	1.27%
HALLIBURTON CO	8/1/2016	999,240.00	998,450.00	1.27%
HALLIBURTON CO	9/15/2019	82,355.00	78,784.30	2.58%
HERSHEY CO	8/21/2018	2,689,300.60	2,689,865.50	1.60%
HOME DEPOT INC	3/1/2016	111,485.00	100,703.00	1.15%
HOME DEPOT INC	6/15/2019	221,093.40	221,542.20	1.78%
HOME DEPOT INC	6/15/2019	128,987.30	130,911.30	1.78%
HOME DEPOT INC	6/15/2019	100,283.00	100,701.00	1.78%
HONEYWELL INTERNATIONAL INC	3/15/2016	115,614.00	100,857.00	1.20%
HONEYWELL INTERNATIONAL INC	3/15/2017	131,748.00	125,803.20	1.24%
HONEYWELL INTERNATIONAL INC	3/1/2018	107,347.50	97,123.50	1.57%
HSBC USA INC	3/5/2018	499,535.00	497,210.00	1.96%
HSBC USA INC (NEW)	1/16/2018	228,817.80	228,861.50	1.87%
HUNTINGTON NATIONAL BANK	11/6/2018	389,539.80	388,923.60	2.30%
ILLINOIS TOOL WORKS INC	2/25/2017	142,801.23	142,573.86	1.16%
ILLINOIS TOOL WORKS INC	2/25/2017	1,218,304.20	1,216,364.40	1.16%
ILLINOIS TOOL WORKS INC	3/1/2019	59,965.20	60,063.00	1.92%
ILLINOIS TOOL WORKS INC	3/1/2019	84,775.60	85,089.25	1.92%
INTEL CORP	10/1/2016	101,256.00	100,624.00	1.11%
INTEL CORP	10/1/2016	83,012.80	80,499.20	1.11%
INTEL CORP	10/1/2016	93,070.80	90,561.60	1.11%
INTEL CORP	10/1/2016	51,569.00	50,312.00	1.11%
INTEL CORP	10/1/2016	162,860.80	160,998.40	1.11%
INTEL CORP	12/15/2017	169,911.60	170,226.10	1.28%
INTEL CORP	12/15/2017	114,871.20	115,152.95	1.28%
INTERNATIONAL BUSINESS MACHINES CORP	1/5/2016	255,420.00	250,000.00	1.98%
INTERNATIONAL BUSINESS MACHINES CORP	5/6/2016	149,577.00	149,845.50	0.75%
INTERNATIONAL BUSINESS MACHINES CORP	7/22/2016	103,953.00	100,598.00	0.87%
INTERNATIONAL BUSINESS MACHINES CORP	2/6/2018	568,261.50	566,181.00	1.45%
INTERNATIONAL BUSINESS MACHINES CORP	2/8/2018	99,656.00	99,808.00	1.34%
INTERNATIONAL BUSINESS MACHINES CORP	2/8/2018	99,620.00	99,808.00	1.34%
JACKSON NATIONAL LIFE GLOBAL FUNDING	10/15/2018	71,962.56	71,492.40	2.14%
JACKSON NATIONAL LIFE GLOBAL FUNDING	4/16/2019	150,181.50	148,890.00	2.54%
JOHN DEERE CAPITAL CORP	6/7/2016	104,269.00	100,556.00	0.96%

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JOHN DEERE CAPITAL CORP	6/7/2016	1,570,995.00	1,508,340.00	0.96%
JOHN DEERE CAPITAL CORP	9/15/2016	61,711.20	60,333.60	1.06%
JOHN DEERE CAPITAL CORP	10/11/2016	439,441.20	440,514.80	0.90%
JOHN DEERE CAPITAL CORP	12/15/2016	838,320.00	839,865.60	1.07%
JOHN DEERE CAPITAL CORP	3/15/2017	202,634.00	200,316.00	1.27%
JOHN DEERE CAPITAL CORP	6/12/2017	809,619.30	808,388.10	1.26%
JOHN DEERE CAPITAL CORP	12/15/2017	110,532.40	110,059.40	1.52%
JOHN DEERE CAPITAL CORP	12/15/2017	56,986.32	57,030.78	1.52%
JOHN DEERE CAPITAL CORP	12/15/2017	549,868.00	550,297.00	1.52%
JOHN DEERE CAPITAL CORP	1/16/2018	999,500.00	995,980.00	1.55%
JOHN DEERE CAPITAL CORP	7/13/2018	36,985.94	36,832.39	1.78%
JOHN DEERE CAPITAL CORP	7/13/2018	329,874.60	328,505.10	1.78%
JOHN DEERE CAPITAL CORP	8/10/2018	129,872.60	130,033.80	1.74%
JOHNSON & JOHNSON	11/28/2016	161,803.98	161,713.26	0.90%
JOHNSON & JOHNSON	12/5/2018	181,539.00	181,717.20	1.32%
JPMORGAN CHASE & CO	2/15/2017	1,199,400.00	1,197,588.00	1.53%
JPMORGAN CHASE & CO	2/15/2017	989,505.00	988,010.10	1.53%
JPMORGAN CHASE & CO	6/27/2017	674,292.00	635,388.00	2.08%
JPMORGAN CHASE & CO	3/1/2018	939,755.60	935,441.00	1.93%
KANSAS CITY POWER & LIGHT CO	4/1/2019	110,838.40	109,488.45	2.26%
KENTUCKY UTILITIES CO	11/1/2020	135,487.30	134,765.80	2.40%
KEYBANK NATIONAL ASSOCIATION	11/25/2016	1,139,133.60	1,138,461.00	1.25%
KIMBERLY-CLARK CORP	8/1/2017	109,043.10	96,695.10	1.36%
LOCKHEED MARTIN CORP	9/15/2016	103,763.00	100,683.00	1.15%
LOCKHEED MARTIN CORP	9/15/2016	113,611.30	110,751.30	1.15%
LOCKHEED MARTIN CORP	9/15/2016	77,050.50	75,512.25	1.15%
MANUFACTURERS AND TRADERS TRUST CO	1/30/2017	1,207,452.00	1,198,896.00	1.34%
MANUFACTURERS AND TRADERS TRUST CO	1/30/2017	639,942.40	639,411.20	1.34%
MANUFACTURERS AND TRADERS TRUST CO	1/30/2017	661,894.20	659,392.80	1.34%
MANUFACTURERS AND TRADERS TRUST CO	7/25/2017	2,499,050.00	2,488,525.00	1.70%
MANUFACTURERS AND TRADERS TRUST CO	7/25/2017	729,722.60	726,649.30	1.70%
MANUFACTURERS AND TRADERS TRUST CO	3/7/2018	250,897.50	247,342.50	1.95%
MANUFACTURERS AND TRADERS TRUST CO	7/25/2019	999,860.00	996,880.00	2.34%
MASSMUTUAL GLOBAL FUNDING II	4/5/2017	254,355.00	251,732.50	1.44%
MCDONALDS CORPORATION	3/15/2017	124,088.80	114,609.00	1.77%
MCDONALDS CORPORATION	10/15/2017	62,875.45	58,720.20	1.93%
MCDONALDS CORPORATION	10/15/2017	58,561.50	53,382.00	1.93%
MCDONALDS CORPORATION	10/15/2017	41,471.85	37,367.40	1.93%
MEDTRONIC INC	3/15/2020	202,964.00	201,420.00	2.32%
MERRILL LYNCH & CO INC	4/25/2018	266,070.90	253,749.80	2.27%
MERRILL LYNCH & CO., INC.	8/28/2017	250,830.00	241,020.00	2.01%
MERRILL LYNCH & CO., INC.	8/28/2017	276,210.00	267,800.00	2.01%
MERRILL LYNCH & CO., INC.	7/15/2018	235,080.00	221,050.00	2.21%
METLIFE GLOBAL FUNDING I	1/10/2018	246,922.50	248,687.50	1.76%
METLIFE INC	12/15/2017	461,404.38	462,704.80	1.60%
METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2017	728,992.60	729,722.60	1.33%
METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2019	305,529.00	300,072.00	2.29%
METROPOLITAN LIFE GLOBAL FUNDING I	4/10/2019	204,266.00	200,048.00	2.29%
MICROSOFT CORP	2/8/2016	106,590.00	100,185.00	0.69%
MICROSOFT CORP	11/3/2018	169,830.00	169,697.40	1.36%
MICROSOFT CORP	11/3/2018	1,728,270.00	1,726,920.60	1.36%
MICROSOFT CORP	11/3/2018	1,438,560.00	1,437,436.80	1.36%
MICROSOFT CORP	6/1/2019	250,401.00	248,751.90	1.73%
MORGAN STANLEY	3/22/2017	764,729.00	725,074.00	1.78%
MORGAN STANLEY	4/27/2017	109,892.00	104,924.00	1.76%
MORGAN STANLEY	12/28/2017	174,928.50	161,299.50	2.07%
MORGAN STANLEY	1/5/2018	948,974.00	949,069.00	1.92%
MORGAN STANLEY	4/25/2018	604,014.00	600,804.00	2.06%
MORGAN STANLEY	4/25/2018	606,822.00	600,804.00	2.06%
MORGAN STANLEY	4/25/2018	756,172.50	751,005.00	2.06%
MORGAN STANLEY	5/13/2019	475,808.00	459,484.00	2.65%



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MORGAN STANLEY	9/23/2019	227,906.00	220,720.00	2.68%
NATIONAL OILWELL VARCO INC	12/1/2017	144,167.70	141,882.50	2.51%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	1/27/2017	999,410.00	999,930.00	1.11%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	4/10/2017	56,796.50	52,361.50	1.69%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	4/10/2017	101,504.45	89,014.55	1.69%
NATIONAL RURAL UTILITIES COOP FINANCE CORP	4/10/2017	72,342.40	68,069.95	1.69%
NATIONAL SEMICONDUCTOR CORP	6/15/2017	99,349.60	85,970.40	1.40%
NBC UNIVERSAL INC	4/1/2016	317,271.00	301,464.00	0.91%
NBCUNIVERSAL ENTERPRISE INC	4/15/2019	598,110.00	599,628.00	1.99%
NEVADA POWER CO	3/15/2019	176,717.52	168,125.37	2.44%
NEW YORK LIFE GLOBAL FUNDING	2/12/2016	446,877.00	450,004.50	0.79%
NEW YORK LIFE GLOBAL FUNDING	2/12/2016	1,039,324.00	1,040,010.40	0.79%
NEW YORK LIFE GLOBAL FUNDING	3/1/2017	154,669.85	154,933.35	1.16%
NEW YORK LIFE GLOBAL FUNDING	12/15/2017	150,000.00	149,673.00	1.56%
NEW YORK LIFE GLOBAL FUNDING	12/15/2017	401,464.00	399,128.00	1.56%
NEW YORK LIFE GLOBAL FUNDING	6/18/2019	130,079.30	129,896.00	2.17%
NEW YORK UNIVERSITY	7/1/2018	640,000.00	635,686.40	1.59%
NIAGARA MOHAWK POWER CORP	8/15/2019	187,846.60	181,410.40	2.91%
NISSAN MOTOR ACCEPTANCE CORP	3/15/2016	60,037.80	60,006.60	0.94%
NISSAN MOTOR ACCEPTANCE CORP	3/4/2019	312,266.10	308,849.90	2.47%
NORTHERN STATES POWER CO (MINNESOTA)	3/1/2018	136,449.60	128,808.00	1.78%
NSTAR ELECTRIC CO	11/15/2017	115,107.00	106,121.00	2.27%
NSTAR ELECTRIC CO	11/15/2017	112,617.00	106,121.00	2.27%
OCCIDENTAL PETROLEUM CORP	2/15/2017	179,987.50	175,350.00	1.57%
OCCIDENTAL PETROLEUM CORP	2/15/2017	81,158.40	80,160.00	1.57%
OCCIDENTAL PETROLEUM CORP	2/15/2017	103,139.00	100,200.00	1.57%
OCCIDENTAL PETROLEUM CORP	2/15/2017	40,298.40	40,080.00	1.57%
OCCIDENTAL PETROLEUM CORP	2/15/2017	101,007.00	100,200.00	1.57%
OCCIDENTAL PETROLEUM CORP	2/15/2018	64,899.90	64,201.80	2.09%
ORACLE CORP	1/15/2016	85,317.75	75,110.25	1.43%
ORACLE CORP	1/15/2016	105,437.65	95,139.65	1.43%
ORACLE CORP	1/15/2016	44,585.60	40,058.80	1.43%
ORACLE CORP	10/15/2017	996,840.00	1,000,530.00	1.17%
ORACLE CORP	4/15/2018	116,766.00	109,113.00	1.67%
ORACLE CORP	1/15/2019	152,989.50	152,316.00	1.85%
ORACLE CORP	7/8/2019	141,520.00	137,472.50	2.05%
PACCAR FINANCIAL CORP	2/8/2016	99,966.00	100,043.00	0.38%
PACCAR FINANCIAL CORP	8/16/2016	1,048,981.50	1,051,785.00	0.88%
PACCAR FINANCIAL CORP	3/15/2017	101,324.00	100,198.00	1.43%
PACCAR FINANCIAL CORP	11/17/2017	79,964.80	79,755.20	1.57%
PACCAR FINANCIAL CORP	11/17/2017	2,224,021.00	2,218,191.50	1.57%
PACCAR FINANCIAL CORP	11/17/2017	1,199,472.00	1,196,328.00	1.57%
PACCAR FINANCIAL CORP	5/18/2018	78,895.72	78,250.29	1.81%
PACCAR INC	8/14/2018	799,392.00	797,280.00	1.88%
PACIFIC GAS AND ELECTRIC CO	11/30/2017	103,338.00	96,202.80	1.94%
PACIFICORP	7/15/2018	136,090.80	130,802.40	2.00%
PECO ENERGY CO	10/15/2016	30,267.90	30,074.40	0.88%
PEPSICO INC	2/22/2017	1,897,834.00	1,896,428.00	1.12%
PEPSICO INC	7/17/2017	1,399,552.00	1,399,902.00	1.13%
PEPSICO INC	8/13/2017	496,215.00	500,145.00	1.23%
PEPSICO INC	4/30/2018	249,970.00	249,087.50	1.41%
PEPSICO INC	4/30/2018	2,099,748.00	2,092,335.00	1.41%
PEPSICO INC	4/30/2018	899,892.00	896,715.00	1.41%
PEPSICO INC	1/7/2019	237,400.02	237,142.62	1.78%
PFIZER INC	1/15/2017	129,792.09	129,745.20	1.09%
PHILIP MORRIS INTERNATIONAL INC	3/20/2017	743,647.50	754,440.00	1.13%
PHILIP MORRIS INTERNATIONAL INC	8/11/2017	1,196,976.00	1,201,800.00	1.16%
PHILIP MORRIS INTERNATIONAL INC	11/9/2017	1,610,510.30	1,612,900.50	1.32%
Phillips Petroleum Company	7/15/2018	119,484.00	110,561.00	2.34%
Phillips Petroleum Company	7/15/2018	42,257.25	38,696.35	2.34%
PNC BANK NA	11/1/2016	701,484.00	700,077.00	1.14%

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PNC BANK NA	1/27/2017	2,496,325.00	2,491,550.00	1.44%
PNC BANK NA	1/27/2017	469,309.10	468,411.40	1.44%
PNC BANK NA	10/18/2017	1,999,620.00	1,996,400.00	1.60%
PNC BANK NA	7/20/2018	1,649,802.00	1,646,782.50	1.93%
PNC BANK, N.A.	9/21/2017	673,238.70	639,694.80	1.98%
PNC FUNDING CORP	9/19/2016	63,443.40	60,589.20	1.14%
PNC FUNDING CORP	6/10/2019	270,967.60	262,887.70	2.35%
PNC FUNDING CORP	2/8/2020	445,592.00	439,884.00	2.55%
PPG INDUSTRIES INC	11/15/2019	120,273.60	118,759.20	2.58%
PPG INDUSTRIES INC	11/15/2019	60,448.80	59,379.60	2.58%
PPG INDUSTRIES INC	11/15/2019	101,520.00	98,966.00	2.58%
PRAXAIR INC	11/7/2017	109,486.30	109,022.10	1.54%
PRAXAIR INC	11/7/2017	39,737.20	39,644.40	1.54%
PRAXAIR INC	11/7/2017	140,847.00	138,755.40	1.54%
PRAXAIR INC	11/7/2018	89,084.70	88,795.80	1.73%
PRAXAIR INC	11/7/2018	58,611.60	59,197.20	1.73%
PRAXAIR INC	11/7/2018	97,590.00	98,662.00	1.73%
PRAXAIR INC	8/15/2019	55,353.50	53,840.50	2.28%
PRICOA GLOBAL FUNDING I	8/18/2017	300,324.00	297,981.00	1.77%
PRICOA GLOBAL FUNDING I	5/16/2019	516,562.80	519,095.20	2.25%
PRINCIPAL LIFE GLOBAL FUNDING II	2/24/2017	399,792.00	399,036.00	1.34%
PRINCIPAL LIFE GLOBAL FUNDING II	5/19/2017	199,036.00	199,332.00	1.44%
PRINCIPAL LIFE GLOBAL FUNDING II	9/11/2017	79,962.40	79,752.80	1.69%
PRINCIPAL LIFE GLOBAL FUNDING II	10/15/2018	111,270.50	110,533.50	2.07%
PROCTER & GAMBLE CO	8/15/2016	102,560.00	100,259.00	1.03%
PROCTER & GAMBLE CO	11/15/2018	370,799.20	372,575.20	1.35%
PROCTER & GAMBLE CO	11/1/2019	798,784.00	805,128.00	1.73%
PUBLIC SERVICE COMPANY OF COLORADO	8/1/2018	57,056.00	54,653.50	2.08%
PUBLIC SERVICE ELECTRIC AND GAS CO	8/15/2019	35,218.40	34,760.25	2.20%
PUBLIC SERVICE ELECTRIC AND GAS CO	8/15/2019	86,203.60	84,417.75	2.20%
PUBLIC SERVICE ELECTRIC AND GAS COMPANY	5/1/2018	198,042.25	189,129.50	1.75%
QUALCOMM INC	5/18/2018	496,245.00	495,725.00	1.77%
QUALCOMM INC	5/18/2018	1,827,547.80	1,814,353.50	1.77%
QUALCOMM INC	5/20/2020	743,220.00	742,710.00	2.48%
RABOBANK NEDERLAND	1/19/2017	695,038.50	664,449.50	1.24%
RABOBANK NEDERLAND	1/19/2017	527,390.00	511,115.00	1.24%
RABOBANK NEDERLAND	1/19/2017	1,171,049.00	1,124,453.00	1.24%
RAYTHEON CO	2/15/2020	132,494.40	129,888.00	2.29%
ROCHE HOLDINGS INC	9/29/2017	201,140.00	200,128.00	1.31%
SIMON PROPERTY GROUP LP	9/15/2017	77,601.00	75,696.00	1.50%
SIMON PROPERTY GROUP LP	9/15/2017	41,560.00	40,371.20	1.50%
SIMON PROPERTY GROUP LP	2/1/2018	78,793.60	79,344.80	1.90%
SIMON PROPERTY GROUP LP	2/1/2018	85,119.00	84,303.85	1.90%
SIMON PROPERTY GROUP LP	2/1/2018	160,246.40	158,689.60	1.90%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	57,981.44	57,621.84	1.62%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	62,086.80	61,595.76	1.62%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	249,920.00	248,370.00	1.62%
SOUTHERN CALIFORNIA EDISON CO	5/1/2017	899,712.00	894,132.00	1.62%
SOUTHERN CALIFORNIA EDISON CO	8/15/2018	114,483.00	108,951.00	1.98%
SOUTHERN CALIFORNIA EDISON CO	8/15/2018	50,859.90	49,027.95	1.98%
SOUTHERN CALIFORNIA GAS CO	6/15/2018	249,992.50	249,102.50	1.70%
ST PAUL TRAVELERS COMPANIES INC	6/20/2016	53,122.95	46,084.95	1.09%
ST PAUL TRAVELERS COMPANIES INC	6/20/2016	52,848.90	46,084.95	1.09%
STATE STREET CORP	3/7/2016	104,706.00	100,352.00	0.94%
STATE STREET CORP	3/7/2016	63,783.60	60,211.20	0.94%
STATE STREET CORP	4/30/2017	94,543.20	84,130.40	1.45%
STATE STREET CORP	5/15/2018	139,818.00	138,923.40	1.68%
STATE STREET CORP	5/15/2018	98,574.00	99,231.00	1.68%
TARGET CORP	1/15/2018	113,836.00	108,990.00	1.51%
TARGET CORP	6/26/2019	251,967.50	252,897.50	1.95%
TEXAS INSTRUMENTS INC	5/16/2016	100,537.55	95,525.35	0.89%

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TEXAS INSTRUMENTS INC	3/12/2017	25,017.50	24,907.00	1.19%
TEXAS INSTRUMENTS INC	3/12/2017	1,247,525.00	1,245,350.00	1.19%
TEXAS INSTRUMENTS INC	3/12/2017	698,614.00	697,396.00	1.19%
TORONTO-DOMINION BANK	3/13/2018	1,359,959.20	1,356,260.00	1.75%
TOYOTA MOTOR CREDIT CORP	5/22/2017	203,278.00	201,288.00	1.28%
TOYOTA MOTOR CREDIT CORP	1/12/2018	539,260.20	538,974.00	1.55%
TOYOTA MOTOR CREDIT CORP	1/17/2019	100,792.00	100,210.00	2.03%
TOYOTA MOTOR CREDIT CORP	1/17/2019	125,822.80	124,260.40	2.03%
TOYOTA MOTOR CREDIT CORP	1/17/2019	60,504.60	60,126.00	2.03%
TOYOTA MOTOR CREDIT CORPORATION	9/15/2016	79,584.80	80,645.60	0.85%
TOYOTA MOTOR CREDIT CORPORATION	1/10/2018	75,335.25	75,152.25	1.27%
TRAVELERS CO INC	12/15/2017	119,868.00	107,847.00	1.65%
U.S. BANCORP	11/15/2018	504,465.00	503,070.00	1.72%
UBS AG (STAMFORD BRANCH)	8/14/2017	1,395,492.00	1,391,362.00	1.76%
UBS AG (STAMFORD BRANCH)	3/26/2018	639,161.60	638,931.20	1.88%
UNITED PARCEL SERVICE INC	10/1/2017	100,119.00	99,926.00	1.17%
UNITED PARCEL SERVICE INC	10/1/2017	85,812.52	85,936.36	1.17%
UNITED PARCEL SERVICE INC	10/1/2017	33,922.14	33,974.84	1.17%
UNITED TECHNOLOGIES CORP	6/1/2017	41,239.20	40,226.00	1.40%
UNITED TECHNOLOGIES CORP	12/15/2017	45,910.40	42,999.60	1.47%
UNITEDHEALTH GROUP INC	11/15/2016	1,211,659.40	1,189,475.40	0.95%
UNITEDHEALTH GROUP INC	7/17/2017	1,999,620.00	2,000,060.00	1.45%
UNITEDHEALTH GROUP INC	7/17/2017	379,927.80	380,011.40	1.45%
UNITEDHEALTH GROUP INC	12/15/2017	639,116.80	638,118.40	1.55%
UNITEDHEALTH GROUP INC	2/15/2018	75,608.65	70,694.65	1.77%
UNITEDHEALTH GROUP INC	7/16/2018	46,940.31	47,141.47	1.78%
UNITEDHEALTH GROUP INC	7/16/2018	439,441.20	441,324.40	1.78%
UNITEDHEALTH GROUP INC	3/15/2019	216,119.20	217,569.00	1.98%
US BANCORP	11/15/2016	113,405.60	111,060.40	0.97%
US BANCORP	5/15/2017	255,618.40	251,758.02	1.41%
US BANCORP	5/15/2017	538,733.60	530,597.58	1.41%
US BANK NA	1/30/2017	2,999,550.00	2,995,680.00	1.23%
US BANK NA	1/30/2017	1,099,835.00	1,098,416.00	1.23%
US BANK NA	9/11/2017	1,998,880.00	1,999,880.00	1.38%
US BANK NA	9/11/2017	1,319,260.80	1,319,920.80	1.38%
US BANK NA	1/26/2018	599,088.00	597,948.00	1.52%
USAA CAPITAL CORP	8/1/2020	1,005,080.00	999,640.00	2.46%
VESEY STREET INVESTMENT TRUST I	9/1/2016	90,117.00	91,755.90	1.45%
VF CORP	11/1/2017	182,224.35	177,579.60	1.71%
VIRGINIA ELECTRIC AND POWER CO	4/30/2018	121,760.10	113,515.50	1.83%
VIRGINIA ELECTRIC AND POWER CO	6/30/2019	110,509.00	108,826.00	2.36%
VIRGINIA ELECTRIC AND POWER CO	6/30/2019	56,267.00	54,413.00	2.36%
VIRGINIA ELECTRIC AND POWER CO	6/30/2019	78,746.50	76,178.20	2.36%
VISA INC	12/14/2017	1,039,448.80	1,038,835.20	1.26%
VISA INC	12/14/2020	2,497,875.00	2,495,350.00	2.24%
WACHOVIA BANK, N.A.	3/15/2016	988,227.00	909,090.00	0.67%
WACHOVIA CORP	10/15/2016	689,124.00	619,440.00	1.48%
WACHOVIA CORP	10/15/2016	149,267.30	134,212.00	1.48%
WACHOVIA CORP	2/1/2018	38,486.35	37,803.15	1.81%
WAL-MART STORES INC	4/15/2016	317,547.00	301,647.00	0.89%
WAL-MART STORES INC	4/5/2017	381,519.60	347,532.90	1.12%
WAL-MART STORES INC	4/21/2017	249,962.50	250,182.50	0.94%
WAL-MART STORES INC	2/1/2019	161,755.50	160,630.50	1.75%
WALT DISNEY CO	9/15/2016	177,382.50	154,998.00	0.88%
WALT DISNEY CO	9/15/2016	77,153.05	67,165.80	0.88%
WALT DISNEY CO	2/15/2017	803,760.00	800,864.00	1.03%
WALT DISNEY CO	5/30/2017	74,865.00	74,853.00	1.01%
WALT DISNEY CO	5/30/2017	2,395,680.00	2,395,296.00	1.01%
WALT DISNEY CO	9/17/2018	73,937.10	73,859.40	1.57%
WALT DISNEY CO	9/17/2018	2,143,176.75	2,140,924.50	1.57%
WELLS FARGO & CO	5/8/2017	719,936.00	706,944.00	1.36%

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WELLS FARGO & CO	5/8/2017	1,776,420.80	1,777,459.20	1.36%
WELLS FARGO & CO	6/2/2017	99,874.00	99,623.00	1.42%
WELLS FARGO & CO	6/2/2017	2,996,220.00	2,988,690.00	1.42%
WELLS FARGO & CO	6/2/2017	239,697.60	239,095.20	1.42%
WELLS FARGO & CO	6/2/2017	249,255.00	249,057.50	1.42%
WELLS FARGO & CO	9/8/2017	249,990.00	249,715.00	1.47%
WELLS FARGO & CO	1/15/2019	302,097.00	301,677.00	1.96%
WELLS FARGO & CO	4/22/2019	75,133.50	75,090.75	2.09%
WELLS FARGO & CO	1/30/2020	75,618.00	74,343.00	2.38%
WELLS FARGO & CO	1/30/2020	24,942.75	24,781.00	2.38%
WELLS FARGO & CO	1/30/2020	47,905.92	47,579.52	2.38%
WELLS FARGO & CO	1/30/2020	26,938.17	26,763.48	2.38%
WELLS FARGO & CO	1/30/2020	1,607,810.40	1,595,896.40	2.38%
WELLS FARGO & COMPANY	9/15/2016	169,450.32	160,360.20	1.13%
WELLS FARGO & COMPANY	9/15/2016	77,115.23	72,984.45	1.13%
WISCONSIN ELECTRIC POWER CO	6/15/2018	105,225.75	104,542.20	1.88%
WISCONSIN POWER AND LIGHT CO	7/15/2019	190,661.80	186,294.50	2.17%
WISCONSIN PUBLIC SERVICE CORP	12/4/2018	989,079.30	983,693.70	1.87%
WYETH	4/1/2017	113,403.00	105,079.00	1.34%
XTO ENERGY INC	12/15/2018	121,526.00	113,354.00	1.84%
<b>SUB-TOTAL</b>		<b>253,547,659.96</b>	<b>251,005,839.80</b>	

**VARIABLE RATE NOTES**

AMERICAN EXPRESS CO	5/22/2018	1,010,000.00	1,003,748.10	1.24%
AMERICAN EXPRESS CREDIT CORP	7/29/2016	1,130,000.00	1,130,192.10	0.81%
AMERICAN EXPRESS CREDIT CORP	7/29/2016	503,160.50	500,085.00	0.81%
AMERICAN EXPRESS CREDIT CORP	3/18/2019	540,000.00	533,698.20	1.47%
AMERICAN HONDA FINANCE CORP	7/13/2018	2,200,000.00	2,194,940.00	0.88%
BANK OF AMERICA CORP	4/1/2019	300,000.00	298,680.00	1.35%
BANK OF NEW YORK MELLON CORP	8/17/2020	600,000.00	601,128.00	1.21%
BCLDRY-142-A	3/16/2020	3,001,406.25	2,995,230.00	0.88%
CCCIT-13A7-A7	9/10/2020	1,248,193.36	1,248,912.50	0.89%
CITIGROUP INC	4/27/2018	2,200,000.00	2,191,112.00	1.20%
CITIGROUP INC	4/8/2019	630,000.00	625,797.90	1.31%
DAIMLER FINANCE NORTH AMERICA LLC	8/1/2018	1,070,000.00	1,065,174.30	1.38%
DUKE ENERGY INDIANA INC	7/11/2016	1,164,582.00	1,160,000.00	0.68%
DUKE ENERGY INDIANA INC	7/11/2016	660,000.00	660,000.00	0.68%
DUKE ENERGY PROGRESS INC	3/6/2017	1,880,000.00	1,874,472.80	0.91%
FN-13M12-FA	10/25/2017	318,906.14	318,875.08	1.13%
GEDFMT-142-A	10/20/2019	2,996,367.19	2,994,570.00	1.25%
GENERAL ELECTRIC CAPITAL CORPORATION	7/12/2016	1,090,000.00	1,092,572.40	0.54%
GOLDMAN SACHS GROUP INC	4/30/2018	254,759.00	251,135.00	1.35%
GOLDMAN SACHS GROUP INC	4/30/2018	1,090,000.00	1,094,948.60	1.35%
HSBC USA INC (NEW)	9/24/2018	820,000.00	820,664.20	1.47%
HSBC USA INC (NEW)	11/13/2019	1,360,000.00	1,339,695.20	1.38%
INTERNATIONAL BUSINESS MACHINES CORP	2/12/2019	170,000.00	169,160.20	0.90%
JPMORGAN CHASE & CO	11/18/2016	1,300,000.00	1,299,311.00	0.89%
JPMORGAN CHASE & CO	2/15/2017	430,000.00	429,720.50	0.95%
JPMORGAN CHASE & CO	1/25/2018	1,500,000.00	1,503,090.00	1.14%
JPMORGAN CHASE & CO	1/25/2018	540,000.00	541,112.40	1.14%
JPMORGAN CHASE & CO	1/23/2020	840,000.00	840,680.40	1.27%
LOWE'S COMPANIES INC	9/14/2018	280,000.00	280,814.80	1.01%
MANUFACTURERS AND TRADERS TRUST CO	1/30/2017	642,009.60	639,065.60	0.84%
MANUFACTURERS AND TRADERS TRUST CO	1/30/2017	702,373.00	698,978.00	0.84%
MERCK & CO INC	2/10/2020	1,380,000.00	1,371,526.80	0.88%
MORGAN STANLEY	4/25/2018	1,323,218.00	1,313,884.00	1.15%
MORGAN STANLEY	1/24/2019	486,867.25	483,758.40	1.27%
MORGAN STANLEY	1/24/2019	818,137.75	812,913.60	1.27%
MORGAN STANLEY	1/27/2020	1,330,000.00	1,332,846.20	1.43%
NATIONAL CITY BANK	6/7/2017	1,343,844.00	1,341,522.00	1.28%
PACCAR FINANCIAL CORP	12/6/2018	230,000.00	230,450.80	1.00%

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ROCKWELL COLLINS INC	12/15/2016	1,090,000.00	1,087,994.40	1.07%
TORONTO-DOMINION BANK	11/5/2019	1,360,000.00	1,351,976.00	1.06%
TOYOTA MOTOR CREDIT CORP	7/13/2018	2,290,000.00	2,283,038.40	0.91%
UBS AG (STAMFORD BRANCH)	6/1/2020	590,000.00	587,734.40	1.37%
WELLS FARGO BANK, N.A.	5/16/2016	1,098,647.00	1,099,285.00	0.75%
WESTPAC BANKING CORP	7/30/2018	830,000.00	828,555.80	1.15%

**SUB-TOTAL**

46,642,471.04

46,523,050.08

**STATE OF CALIFORNIA AND LOCAL AGENCIES**

CALIFORNIA EARTHQUAKE AUTH REV	7/1/2017	470,000.00	472,298.30	1.49%
CALIFORNIA ST ECONOMIC RECOVERY	2/1/2016	402,288.00	400,228.00	0.36%
CALIFORNIA ST ECONOMIC RECOVERY	2/1/2016	792,670.20	790,450.30	0.36%
CALIFORNIA ST ECONOMIC RECOVERY	2/1/2016	1,410,640.00	1,400,798.00	0.36%
LA CALIF MUN IMPT CORP LEASE REV	11/1/2018	1,055,000.00	1,067,786.60	1.90%
LA CNTY CALIF PUB WKS FING AUTH LEASE REV	12/1/2017	145,000.00	144,694.05	1.62%
LA CNTY CALIF PUB WKS FING AUTH LEASE REV	12/1/2018	350,000.00	348,880.00	2.15%
UNIVERSITY CALIF REVS	5/15/2016	400,000.00	400,540.00	0.54%
UNIVERSITY CALIF REVS	5/15/2016	640,000.00	640,236.80	0.53%
UNIVERSITY CALIF REVS	5/15/2017	1,500,000.00	1,502,865.00	1.08%

**SUB-TOTAL**

7,165,598.20

7,168,777.05

**MORTGAGE AND ASSET-BACK SECURITIES**

AXCMT-142-A	1/15/2020	2,997,773.43	2,993,910.00	1.40%
AXCMT-144-A	6/15/2020	3,005,507.82	2,994,780.00	1.53%
BMWOT-13A-A4	4/27/2020	40,021.88	39,859.20	1.43%
BMWOT-13A-A4	4/27/2020	1,301,777.34	1,295,424.00	1.43%
CCCIT-06A3-A3	3/15/2018	265,425.00	242,148.00	0.91%
CCCIT-13A3-A3	7/23/2018	1,999,596.60	2,001,200.00	1.00%
CCCIT-13A6-A6	9/7/2018	1,299,926.55	1,302,535.00	1.03%
CCCIT-14A2-A2	2/22/2019	1,997,040.00	1,995,200.00	1.23%
CCCIT-14A2-A2	2/22/2019	1,499,739.30	1,496,400.00	1.23%
CHAIT 2007-A12 A12	8/15/2019	2,485,839.85	2,486,075.00	0.89%
CHAIT 2014-A1 A1	1/15/2019	1,505,800.78	1,498,845.00	1.22%
CHAIT 2014-A7 A7	11/15/2019	2,999,648.10	2,991,420.00	1.54%
CHAIT 2014-A7 A7	11/15/2019	2,599,695.02	2,592,564.00	1.54%
CHAIT 2015-A2 A2	2/18/2020	2,505,848.75	2,499,650.00	1.60%
CHAIT 2015-A5 A5	4/15/2020	2,199,612.36	2,187,416.00	1.62%
FEDERAL HOME LOAN MORTGAGE CORP	10/29/2018	2,880,000.00	2,858,976.00	1.46%
FH-K004-A1	5/25/2019	2,483,182.40	2,447,746.87	1.82%
FH-K501-A2	11/25/2016	1,097,201.43	1,064,009.55	1.58%
FH-K502-A2	8/25/2017	2,764,754.42	2,748,562.90	1.77%
FH-K702-A2	2/25/2018	2,512,689.74	2,480,833.38	1.73%
FH-K708-A2	1/25/2019	1,237,697.66	1,220,200.30	1.90%
FH-K708-A2	1/25/2019	1,329,250.00	1,310,959.00	1.90%
FH-K709-A2	3/25/2019	959,093.75	946,081.80	1.92%
FH-K710-A2	5/25/2019	1,923,527.34	1,899,297.00	1.95%
FH-KJ02-A1	10/25/2019	1,108,785.51	1,105,504.15	1.76%
FH-KJ02-A2	9/25/2020	1,090,766.52	1,093,996.80	2.25%
FN AD0910	4/1/2020	1,767,961.18	1,737,092.13	2.24%
FN-12M9-AQ2	12/25/2017	1,812,243.08	1,771,907.48	1.42%
FN-14M01-AQ2	11/25/2018	1,160,478.19	1,165,019.18	1.94%
FN-14M01-AQ2	11/25/2018	649,983.93	648,811.49	1.94%
FN-14M04A-AQ2	1/25/2017	1,302,194.61	1,289,353.16	1.55%
FN-14M05A-AQ2	1/25/2017	153,544.96	153,302.36	0.98%
FN-14M05A-FA	1/25/2017	229,000.46	229,072.49	0.98%
FN-14M08A-FA	5/25/2018	1,164,985.81	1,159,891.13	0.93%
FN-14M08A-FA	5/25/2018	1,421,584.31	1,413,331.91	0.93%
FN-14M9A-AQ2	4/25/2017	2,478,580.70	2,457,344.52	1.77%
FN-15M13A-AQ2	9/25/2019	1,414,019.46	1,397,872.00	1.96%
GEEMT-141-A3	5/22/2018	1,499,990.85	1,493,100.00	1.26%
HARLY-152-A2A	1/15/2019	1,318,243.25	1,316,350.65	1.18%

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HONDO-124-A4	12/18/2018	573,336.36	572,981.78	0.00%
HONDO-134-A3	9/18/2017	319,837.89	319,206.00	1.01%
HONDO-134-A3	9/18/2017	282,821.46	282,483.19	1.01%
HONDO-134-A3	9/18/2017	432,009.88	431,634.31	1.01%
HONDO-141-A3	11/21/2017	1,008,570.95	1,006,865.37	1.13%
HONDO-141-A3	11/21/2017	2,331,261.42	2,330,706.88	1.13%
HONDO-142-A3	3/19/2018	424,709.93	423,575.90	1.18%
HONDO-142-A3	3/19/2018	434,506.05	434,311.70	1.18%
HONDO-142-A3	3/19/2018	126,874.72	126,877.57	1.18%
HONDO-143-A2	12/15/2016	90,572.55	90,591.95	0.96%
HONDO-151-A3	10/15/2018	575,955.94	574,018.56	1.36%
HONDO-151-A3	10/15/2018	1,599,877.60	1,594,496.00	1.36%
HONDO-152-A3	2/21/2019	2,599,600.90	2,585,258.00	1.42%
JDOT-13B-A3	8/15/2017	425,041.15	424,627.23	0.95%
JDOT-13B-A3	8/15/2017	319,098.31	318,470.42	0.95%
JDOT-13B-A3	8/15/2017	850,082.30	849,254.46	0.95%
JDOT-14-A3	4/16/2018	1,607,535.42	1,604,352.31	1.47%
JDOT-14-A3	4/16/2018	2,364,022.68	2,359,341.64	1.47%
JDOT-14B-A3	11/15/2018	713,844.06	710,672.76	1.53%
JDOT-15-A3	6/17/2019	500,781.25	497,355.00	1.70%
JDOT-15B-A3	10/15/2019	537,897.40	535,428.36	1.85%
TART-13A-A3	1/17/2017	34,674.72	34,660.43	0.96%
TART-13A-A3	1/17/2017	56,843.81	56,820.37	0.96%
TART-13A-A4	11/15/2018	459,065.63	458,597.00	1.24%
TART-14A-A3	12/15/2017	1,428,067.66	1,425,317.83	1.14%
TART-14A-A3	12/15/2017	430,008.86	429,571.38	1.14%
TART-14B-A3	3/15/2018	1,999,682.60	1,995,000.00	1.18%
TART-14C-A3	7/16/2018	959,958.43	957,993.60	1.25%
TART-14C-A3	7/16/2018	2,999,870.10	2,993,730.00	1.25%
TART-15A-A3	2/15/2019	2,964,551.69	2,957,053.80	1.38%
TART-15B-A2A	11/15/2017	599,531.25	599,304.00	1.07%
TART-15B-A3	5/15/2019	2,299,875.57	2,290,087.00	1.47%
USAOT-141-A3	12/15/2017	1,514,495.21	1,512,124.62	1.00%
<b>SUB-TOTAL</b>		<u>98,327,876.08</u>	<u>97,808,811.86</u>	
<b>SHORT-TERM PORTFOLIO - TOTAL</b>		<u>\$ 1,155,253,769.40</u>	<u>\$ 1,147,774,618.47</u>	

**DEBT SERVICE RESERVE FUNDS**

<u>DESCRIPTION</u>	<u>MATURITY DATE</u>	<u>BOOK VALUE</u>	<u>REQUIRED AMOUNT</u>	<u>YIELD</u>
<u>91 EXPRESS LANES 2013 BONDS</u>	2030		10,799,437.46	
BANK OF TOKYO COMMERCIAL PAPER	1/29/2016	10,817,825.84		0.24%
FIRST AMERICAN TREAS OBLIGATIONS	N/A	1,457.76		0.01%
<u>91 EXPRESS LANES 2013 BONDS - OPERATING &amp; MAINTENANCE RESERVES</u>			13,000,000.00	
OPERATING RESERVE: BANK OF THE WEST NEG C	1/4/2016	3,000,000.00		0.08%
MAINTENANCE RESERVE: BANK OF THE WEST NEI	1/4/2016	10,000,000.00		0.08%
<b>DEBT SERVICE RESERVE FUNDS - TOTAL</b>		<u>\$ 23,819,283.60</u>		

	<u>Book Value</u>	<u>Market Value</u>
<b>TOTAL PORTFOLIO</b>	<u>\$ 1,318,419,518.60</u>	<u>\$ 1,310,940,367.67</u>