



# 2013



**A year of progress and moving forward**

# 1

## Advance delivery of M2020 projects.

This look back at 2013 provides a quick snapshot of the many accomplishments achieved in the past year. Progress made is reported based on the 12 initiatives set forth by Chairman Greg Winterbottom for 2013.

### • Made progress delivering freeway projects.

#### ***Opened:***

- SR-91: Lane addition in each direction between SR-55 and SR-241 in March 2013
- West County Connectors: Southbound (SB) I-405 to eastbound (EB) SR-22 opened in August 2013 following an 18-hour full freeway closure and "Bridge Bash"

#### ***Under construction:***

- I-5: Ortega Interchange
- I-5: Pacific Coast Highway to San Juan Creek Road (construction contract awarded)
- SR-57: Katella to Lincoln/Orangethorpe to Yorba Linda/Yorba Linda to Lambert northbound lane addition
- SR-91: Westbound (WB) lane addition from SR-57 to I-5
- SR-91: WB Tustin Avenue/SR-55 interchange and confluence improvements
- West County Connectors: I-405/I-605 and I-405/SR-22

### ***Design completed, right-of-way under way or complete:***

- I-5: Pico to Vista Hermosa
- I-5: Vista Hermosa to Pacific Coast Highway

### ***Environmental clearance and approval under way:***

- I-5: SR-73 to El Toro, Preferred Alternative selected by Caltrans in November 2013
- I-5: I-405 to SR-55
- I-5: SR-55 to SR-57
- SR-55: I-405 to I-5
- I-405: SR-55 to I-605



- **Assembly Bill 401, Daly (design-build authority) approved October 2013.**
- **Awarded funds for projects under the Regional Capacity Program and Regional Signal Synchronization Program (Project O).**
  - Funding in the amount of \$34.6 million was made in April 2013 for 10 projects under the Regional Capacity Program for capital improvements to congested streets, roads, intersections and interchanges.
  - Funding in the amount of \$15 million was awarded for 14 signal synchronization projects. With this allocation, over half of the traffic signals promised in the Measure M program will be synchronized.
- **Made progress on OC Bridges grade separation projects (Projects O and R).**
  - Raymond Avenue Undercrossing – Advertised for construction in October 2013, bid opening in December 2013
  - State College Undercrossing – Advertised for construction in September, bid opening in November 2013
  - Placentia Avenue Undercrossing – Construction under way (to open in 2014)
  - Kraemer Boulevard Undercrossing – Construction under way (to open in 2014)
  - Orangethorpe Avenue Overcrossing – Construction under way (to open in 2016)
  - Tustin Avenue/Rose Drive Overcrossing – Broke ground in April 2013
  - Lakeview Avenue Overcrossing – Awarded construction contract in December 2013
- **Expanded mobility choices for seniors under Project U.**
  - More than \$2.5 million was disbursed under the Senior Mobility Program (SMP), bringing the total number of participating cities to 29. In addition, more than \$2.8 million was allocated to the County of Orange to support the Senior Non-Emergency Medical Transportation Program.
- **Awarded funds for community-based circulators (Project V).**
  - In June, community-based circulator projects totaling \$9.8 million were programmed including projects in the cities of Dana Point, Huntington Beach, Laguna Beach, La Habra and Lake Forest.

# 2

## Explore new and enhanced transit services.

### • Awarded a new ACCESS service contract.

- In March, the Board awarded a contract to MV Transportation to manage and operate ACCESS service at a not-to-exceed cost of \$156.7 million for an initial four-year term with two, two-year option terms for a total contract value of \$334.9 million. This results in an estimated savings of \$46 million over eight years.

### • Approved an ACCESS Savings Reinvestment Plan.

- The ACCESS Savings Reinvestment Plan approved by the Board in May 2013 focuses on making improvements to address rider concerns in these areas: reduce passenger wait times within the ACCESS pick-up window, improve ACCESS scheduling efficiencies which may result in increasing the number of passengers carried each hour and thereby reducing overall costs per trip, replacing the ACCESS aging fleet to improve reliability.

### • Introduced limited-stop bus service.

- With the June service change, BRAVO! Route 543 limited-stop service was launched on Harbor Boulevard from the Fullerton Transportation Center to MacArthur Boulevard. The goal was to speed up travel and reduce travel time to enhance bus service for passengers making longer trips.

### • Posted another record year of ridership on the OC Fair Express.

- Funded by the Mobile Source Air Pollution Reduction Review Committee, the OC Fair Express ridership increased 27 percent to 57,000 trips.



## Explore new and enhanced transit services.

# 2

- **Rolled out new 60-foot clean air buses on Route 43.**

- OCTA received 18 clean-fuel articulated 60-foot buses, which are currently undergoing the vehicle acceptance process; one new vehicle has been deployed on Route 43. Once these vehicles are accepted and deployed, diesel vehicles will be retired in support of environmental initiatives.

- **Upgraded the ACCESS service's radio system.**

- In March, the Intelligent Transit Management System deployment in all 265 paratransit vehicles moved ACCESS off a 30+ year-old legacy system and offered more robust functionality to track trips, drivers and vehicles.

- **Tested the expansion of the Same Day Taxi Program under a pilot project.**

- Under a pilot expansion of the Same Day Taxi Program that provides a passenger subsidy for taxi trips as an alternative to taking an ACCESS trip, 921 new ACCESS customers tried the Same Day Taxi Program in 2013 for a total of 52,908 trips at a cost of approximately \$540,000. If these trips had been provided on ACCESS, the cost to OCTA would have been about \$1.6 million.

This program helps manage the growing demand for ACCESS and is one of the ways OCTA has been able to manage the increasing cost of providing ACCESS over time.

- **Continued implementation of a bus service financial sustainability plan.**

- During 2013, approximately 4 percent of directly-operated fixed-route service was transitioned to contract fixed-route operation, saving approximately \$4 million annually as part of the financial sustainability plan approved by the Board in 2010.

- **Completed a Ticket Vending Machine (TVM) pilot project.**

- In December, a TVM pilot project was completed, providing an opportunity to test the effectiveness of off-board ticketing options.

- **Expanded the vanpool program.**

- In 2013, 80 new vanpools were recruited to the vanpool program, increasing the number of vans to more than 450.

# 3

## Improve passenger rail services.

- **Competed for and was selected as the first-ever managing agency for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.**

- The 351-mile LOSSAN corridor running through a six-county coastal region in Southern California is the second-busiest intercity passenger rail corridor in the United States. For the past several years, OCTA has worked with partner agencies to identify a process to transfer administrative responsibility for state-funded Amtrak Pacific Surfliner service from Caltrans to a new, locally governed Joint Powers Authority. Following a competitive proposal process, in August 2013 OCTA was selected as the first-ever local managing agency for the LOSSAN rail corridor.

- **Made train station and rail safety improvements.**

- In October, a \$4.3 million parking lot improvement project opened which added 176 parking spaces to the Laguna Niguel/Mission Viejo Train Station, bringing the total number of spaces to 460.
- In May, OCTA and Metrolink entered into a cooperative agreement to construct the San Clemente beach trail safety enhancements; as of November 2013, most civil and track construction was complete.

- Environmental clearance and approvals are under way for expanded commuter parking at the Orange and Placentia Metrolink stations, and for the Laguna Niguel/San Juan Capistrano passing siding track improvement.
- Continued oversight of construction on ARTIC station.

- **Attracted new customers to Metrolink rail service.**

- More new people tried Metrolink service for recreational trips including going to Angels games. In its third year, 34,207 trips were taken on the Angels Express.
- Metrolink weekend ridership increased substantially by 42 % over last year through ongoing event promotions of Lunar New Year, Festival of Whales, Swallows Day, Ocean Festival, Winter Wonderland and more.





## Enhance regional bicycle programs.

- **Completed District 1 and 2 bikeway planning.**

- Planning was completed for regional bikeway projects in Districts 1 and 2. This, combined with District 4 plans completed in 2012, resulted in 11 potential regional bikeway corridors with nearly 90 miles of new bikeways at an estimated cost between \$81 and \$99 million.

- **Allocated funding for bicycle programs.**

- Funding for bicycle programs was identified with approximately \$4.3 million in Congestion Mitigation and Air Quality funding available for bicycle programs in fiscal year 2014-2015.

- **Began deploying equipment for the bike share pilot program.**

- Progress was made in implementing an OCTA bike share pilot program. Working with public and private partners, OCTA took steps to initiate the bike share pilot project set to launch in early 2014. Ten stations have been readied for beta testing.



# 5

## Emphasize community outreach and involvement.

- **Continued reaching out to involve stakeholders in planning and to build awareness of OCTA projects, programs and services.**
  - More than 300 public meetings, roundtable discussions, workshops and/or outreach events were implemented to support capital projects, planning, and transit services.
  - During a full freeway closure for the West County Connectors project the weekend of August 16 for “Bridge Bash,” OCTA secured record-breaking news media and social media coverage to inform the public of impacts and detours to mitigate traffic congestion on the busiest freeway sections in the nation. OCTA garnered 125 online articles, 53 TV news broadcasts and more than 200 radio stories along with reaching others on Twitter, Instagram, Facebook and other social media networks.

- **Hosted the 2013 OCTA Business Expo.**

- In October, more than 400 participants and 50 different exhibitors from public agencies and private businesses attended the OCTA Business Expo. This provided opportunities for businesses to learn how to do business with OCTA and other public agencies, meet the OCTA staff and meet staff from major contractors. The event resulted in positive goodwill for OCTA with 93 percent of survey respondents saying that it helped them develop business relationships and 96 percent indicating that they would attend next year's expo.

- **Co-hosted the fall California Transit Association (CTA) and California Association for Coordinated Transportation (CalACT) annual conference.**

- Working with state and local partners, OCTA co-hosted this annual conference. There were close to 800 attendees; OCTA provided volunteers, tours and panelists.





## Strengthen regional partnerships.

- Executed a three-party agreement for 91 Express Lanes operations.

- In May, OCTA along with the Riverside County Transportation Commission and Cofiroute executed a three-party agreement that will serve as the operating services agreement once the 91 Express Lanes extension opens in Riverside County in 2017. The agreement is expected to save OCTA approximately \$9 million over a five-year period.

- Reached within and across county borders to enhance relationships.

- OCTA and San Diego Association of Governments (SANDAG) elected officials met to discuss improvements of regional interest as well as projects linking Orange and San Diego counties.
- A working group comprised of board members from OCTA and the Los Angeles County Metropolitan Transportation Authority met to discuss improvements along I-405, inter-county connections such as rail access to LAX, and other regional issues.
- Board members from OCTA and the Transportation Corridor Agencies met to discuss the SR-241/SR-91 connection as well as regional toll issues and marketing opportunities.



# 7

## Develop effective funding strategies and programs.

- **Adopted a balanced budget.**

- In June, OCTA adopted a \$1.26 billion balanced budget for FY 2013-14 which included increases in bus service and funding for approximately 20 Measure M programs and projects.

- **Refinanced 91 Express Lanes debt.**

- In August, OCTA refinanced its 91 Express Lanes 2003 Toll Road Revenue Refunding Bonds to take advantage of historically low interest rates. Interest rates were reduced from an average of 4.43% in 2003 to 3.83% percent and resulted in an approximate savings of \$1.47 million per year over the life of the debt (2030). Savings can be reinvested to fund SR-91 corridor improvements.

- **Pursued state funding to leverage local funds.**

- In 2013, the California Transportation Commission allocated \$197 million to Orange County projects including \$39.5 million for the Lakeview Avenue overcrossing.



## Maintain M2 Ordinance promise to voters.

- Received reports that Measure M is being administered effectively and is being implemented consistent with the M2 ordinance.
  - In February, the Taxpayers Oversight Committee determined that Measure M was delivered in compliance with the Measure M Ordinances for the 22nd consecutive year.
  - An M2 Performance Assessment Report was issued in April 2013 covering the period July 1, 2009 to June 30, 2012. The assessment commended OCTA's commitment to effective project management and delivery while overcoming financial challenges.
  - A February 2013 performance audit of the M2 environmental mitigation program determined that the program is being implemented consistent with Measure M, thereby delivering on promises made to taxpayers.



## Continue to support environmental stewardship and sustainability initiatives.

- **Allocated funding for the Measure M Environmental Cleanup Program (Project X).**

- Approved \$2.8 million of M2 Environmental Cleanup Program funding for 19 Tier I projects throughout the county.
- Approved eight projects for \$12.7 million funding for the first Tier II call for projects. Authorized the second Tier II call for projects totaling approximately \$25.3 million.



## Refine and update the Strategic Plan.

- **Moved the Strategic Plan forward.**

- Reviewed a Strategic Plan update (Version 2.0). The final plan is expected to be adopted in 2014. Version 2.0 is the culmination of an extensive effort to develop a compendium of OCTA, regional and state plans to implement a balanced transportation plan over the next five years





## Ensure accountability and efficiency in operations.

- **Adopted a pension reform plan.**

- Approved a pension reform plan that will save Orange County taxpayers \$8.2 million over the three-year implementation period and \$85 million during the next 20 years.

- **Explored alternatives for OCTA's future headquarters.**

- Analyzed benefits of alternatives to the current headquarters lease with a decision expected in early 2014.



- Initiated a program to develop OCTA mid-level managers.
  - Launched the Management Development Academy (MDA) and graduated 15 mid-level managers.
- Continued developing OCTA leaders for OCTA's future executive team.
  - Implemented programs for the second class in the Leadership Development Academy (LDA) to grow and support the next generation of OCTA leaders. The year-long program has 13 participants.





The OCTA Board of Directors for 2013



Orange County Transportation Authority