



Measure M
Taxpayers Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA, Room 154



June 11, 2013
6:00 p.m.

AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for April 9, 2013**
- 4. Chairman's Report**
- 5. Co-Chair Election**
- 6. Subcommittee Selection**
- 7. Action Items**
 - A. Measure M1 Revenue & Expenditure Quarterly Report (Mar 13)
Presentation – Andrew Oftelie, Acting Executive Director, Finance & Administration
 - B. M2 Revenue & Expenditure Quarterly Report (Mar 13)
Presentation – Andrew Oftelie, Acting Executive Director, Finance & Administration
- 8. Presentation Items**
 - A. Comprehensive Transportation Funding Program (CTFP) Semi-Annual Review
Presentation – Abbe McClenahan, Section Manager, Planning
 - B. Water Quality Program Update
Presentation – Dan Phu, Project Manager, Planning
- 9. OCTA Staff Update (5 minutes each)**
 - Metrolink
 - Sales Tax Forecast
 - M1 Close-out
 - Other
- 10. Annual Eligibility Review Subcommittee Report**
- 11. Audit Subcommittee Report**
- 12. Environmental Oversight Committee Report**
- 13. Committee Member Reports**
- 14. Public Comments***
- 15. Adjournment – Next Meeting: August 13, 2013**

*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.

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
Taxpayers Oversight Committee**

**April 9, 2013
Meeting Minutes**

Committee Members Present:

Howard Mirowitz, Second District Representative, Co Chairman
Richard Egan, First District Representative
Randy Holbrook, Third District Representative
Anh-Tuan Le, First District Representative
Dowling Tsai, Third District Representative
Philip C. La Puma, PE, Fourth District Representative
Terry Fleskes, Fifth District Representative
Tony Rouff, Fifth District Representative
John Stammen, Fourth District Representative

Committee Member(s) Absent:

Jan Grimes, Orange County Acting Deputy Auditor-Controller, Co-Chairman
Jack Wu, Second District Representative

Orange County Transportation Authority Staff Present:

Jim Beil, Executive Director, Capital Programs
Marissa Espino, Strategic Communications Officer
Rodney Johnson, Deputy Treasurer, Finance and Administration
Janice Kadlec, Public Reporter
Ross Lew, Program Manager, OC Bridges, Capital Program
Andy Oftelie, Deputy Director, Finance and Administration
Ken Phipps, Executive Director of Finance and Administration
Alice Rogan, Strategic Communications Manager
Tamara Warren, Manager of M Program Management Office

Guest(s)

Mark Chang, CH2M Hill

1. Welcome

In the absence of Chair Jan Grimes, Co-Chair Howard Mirowitz chaired the meeting. The meeting of the Taxpayers Oversight Committee (TOC) began at 6:00 p.m.

2. Pledge of Allegiance

Co-Chair Howard Mirowitz asked everyone to stand and led the Pledge of Allegiance.

3. Approval of Minutes/Attendance Report for February 12, 2013

Co-Chair Howard Mirowitz asked if there were any additions or corrections to the February 12, 2013 TOC minutes and attendance report.

Tony Rouff questioned the first sentence of paragraph four on page six. *“The issue with the Hayashi property involved a 1.7 encroachment...”* Phillip La Puma said it should read “a 1.7 **acre** encroachment...”

John Stammen asked for a correction on page four, paragraph two, second sentence: *The OCTA will review the current template and return to the ARE **AER** Subcommittee...*

A motion was made by John Stammen, seconded by Phillip La Puma, and carried unanimously to approve the February 12, 2013 TOC minutes and attendance report as corrected.

4. Chairman’s Report

There was no Chairman’s report.

5. Action Items

A. City of Huntington Beach Expenditure Report

Tony Rouff reported the Annual Eligibility Review (AER) Subcommittee reviewed the City of Huntington Beach’s Expenditure Report and found no issues.

The renewed Measure M 3 Ordinance requires all local jurisdictions in Orange County to annually satisfy eligibility requirements in order to receive M2 funds. Expenditure reports are due six months after the close of the fiscal year (December 31). The City of Huntington Beach is an exception because they follow the federal fiscal year (October 1 – September 30). They have submitted an Expenditure Report by March 31.

The TOC approved the Expenditure Report for all local jurisdictions in Orange County except the City of Huntington Beach on February 12, 2013. The AER Subcommittee reviewed the City of Huntington Beach’s Expenditure Report and corresponding council resolution and found the city in compliance with Measure M Ordinance 3.

The AER Subcommittee recommends approval of the Expenditure Report for the City of Huntington Beach and to find the city eligible to receive its fair share in competitive grant net revenues for fiscal years 2012-13. Upon approval, recommendations from the TOC and OCTA staff will be presented to the OCTA Regional Planning and Highways Committee and the OCTA Board of Directors for approval. The TOC approved the recommendations of the AER Subcommittee.

6. Presentation Items

A. Annual Investment Policy

Rodney Johnson gave a presentation on the OCTA Investment Program, how the investments are structured, and the Investment Policy and how it translates to a safe and functional investment program.

Richard Egan asked if the Stockton bankruptcy case had any impact on how OCTA invests. Rodney Johnson said no, OCTA invests in very few Munis and it is not expected to be a big shock to the market.

Tony Rouff asked if the State of California qualifies as a "Permitted Investment" under the OCTA Investment Policy. Rodney Johnson said yes, but OCTA does not buy it. If OCTA does invest in Munis it will be in a high quality Muni.

Co-Chair Howard Mirowitz asked what LAIF, OCIP, and CAMP Fund were. Rodney Johnson said LAIF is the Local Area Investment Fund run by the State of California. It has two separate portfolios State funds and separate agency funds. This is a local agency investment pool run by the State Treasurer which allows smaller agencies to pool their money for a little better benefit. Many of the smaller agencies do not have the ability to access the capital market to the level OCTA does. These agencies can invest with the State and get a little better return with a lot more safety and a lot less exposure. OCTA has approximately \$10 million in the LAIF just for liquidity.

The Orange County Investment Pool (OCIP) is run by the County Treasurer's Office. OCTA has only State mandated funds in this Pool. Local Transportation Funds (LTF) and State Transportation Assistance Funds (STAF) are transferred into this pool and stay there for a short time.

The CAMP fund is a JPA (Joint Powers Authority) set up for the similar reasons as the LAIF so smaller agencies can access the market. It is currently administered by Wells Fargo.

Co-Chair Howard Mirowitz asked if OCTA rides the Yield Curve. Rodney Johnson said right now they are playing with the Yield Curve a little bit. The duration on the Merrill Lynch Benchmark is right around 1.8 years, the rest of the investment managers are around 1.7 or 1.65 years. This is because they have seen rates heating up a little bit. Very rarely do they stray from this benchmark. They tend to add value by buying high quality credit instead.

B. Grade Separation Projects (OC Bridges) Program Update

Ross Lew gave an update on the Grade Separation Projects which is comprised of seven projects along the Orangethorpe Avenue corridor.

Richard Egan asked if the Raymond and State College grade separation projects are led by the City of Fullerton. Ross Lew said the City of Fullerton is the lead agency in terms of project development and OCTA is assisting the City by leading the right of way effort.

Randy Holbrook asked how big an area is OCTA's outreach to the community. Ross Lew said outreach is provided to all communities and local businesses adjacent to projects.

Co-Chair Howard Mirowitz inquired about the tight schedule and "must start date" for the top two projects listed: Raymond and State College grade separations. Ross Lew noted that the key funding is TCIF which requires construction award and start of construction by the end of 2013. Howard Mirowitz said the two month margin on the first two projects seems tight. He asked if OCTA was confident this date will be met. Ross Lew said they are confident they will meet the schedule.

Anh-Tuan Le asked if the community acceptance for the project was positive. Ross Lew said yes. There was extensive community outreach during the design phase. Anh-Tuan Le asked if noise and vibration will affect the community and if they were addressed. Ross Lew shared that it is common to have construction noise and OCTA has done assessments of potential noise for the projects. For the Kraemer project, noise measurements were taken and it was determined they needed to mitigate some of the construction noise by constructing a temporary sound blanket around the community. Ross added that the train itself is generating noise in the community. In terms of vibration, OCTA conducted vibration analysis related to pile driving and compared it with the current vibrations created by the train. It was determined that the vibrations created by driving the piles will not significantly increase above the vibrations caused by trains.

Philip C. La Puma said his residence backs up to Kraemer Avenue and he felt the vibration at times was unbearable and did damage to his backyard. The sound blanket, however, was very effective. Ross Lew shared that he will notify outreach personnel and the contractor to assess his damage. Mr. La Puma noted that he has already coordinated with OCTA's outreach person and contractor. Ross Lew appreciated the positive feedback regarding the sound blanket and shared that the good news is the project is 50 percent complete and the construction noise will end soon.

C. Measure M Performance Assessment

Tamara Warren gave an overview of the Measure M Performance Assessment. She said Measure M Ordinance 3 requires a performance assessment of the program every three years. In summary, the report overall was very positive. OCTA had successfully addressed all the prior assessment findings. It commended OCTA's commitment to the effective management and delivery of a very aggressive program. The most significant issue was the need to keep watch on the funding and management of the one percent cap on administrative expenses. Tamara Warren reviewed the 12 Findings/Recommendations and OCTA's Response.

Terry Fleskes said the one percent administrative cost was exceeded by \$5.2 million and he asked where the \$5.2 million is relative to the one percent. Andy Oftelie explained the administrative salaries and benefits were approximately \$2.7 million over the cap per year, so it translates to about two years. However, it is important to keep in mind that OCTA began implementation and administration of the M2 Early Action Plan (EAP) in 2007 prior to the beginning of M2 sales tax collection in April 2011. So there were administrative costs without revenues being collected for four years. Additionally, with a 30-year program, it is expected that the early years will have an increased amount of administrative work occurring while starting up the program. It is anticipated, as seen with M1, that the heavy administrative effort will taper and be reduced as the program gets up and running and as accelerated projects are completed. With M1, the one percent was set as an annual average over the life of the Measure which allowed OCTA flexibility year to year. With M2, the cap is set on an annual basis. This requires OCTA to use a separate (non-Measure M) funding source to cover the amount above one percent. In years where OCTA comes in less than one percent, the difference can be used to repay the funding source which covered these costs. It is expected that over time, the full \$5.2 million of non-Measure M funds will be repaid and OCTA will stay within the one percent over the life of the program.

Anh-Tuan Le asked if there were any specific findings or recommendations on the pacing or outreach for the calls for proposals. Tamara Warren said this was something CH2M Hill identified: OCTA could do better at providing information to the local jurisdictions, so when there is a call for projects it is easier to find out the details and how to respond. She said it is on the OCTA Web Site, but it is not in a clear path. Therefore, the recommendation is to provide one place to look. Anh-Tuan Le said she mentioned the local jurisdictions, but he would think the larger pool would be stakeholders and coalitions. Tamara Warren said the Findings/Recommendations were targeted toward the local grants OCTA provides for competitive funding. Anh-Tuan Le said beyond the Orange County cities there are other groups, stakeholders, and environmental coalitions who should be reached out to. Are there suggestions on how to get more people informed. Tamara Warren said from the Streets and Roads side there are only local

jurisdictions, but he is correct about the water quality side although they would still need to be sponsored by a local jurisdiction.

7. Annual Eligibility Review Subcommittee Report

The Annual Eligibility Review Subcommittee reported earlier.

8. Audit Subcommittee Report

Co-Chair Howard Mirowitz said the Audit Subcommittee met earlier and received reports on the following:

- Audit Responsibilities of the TOC Audit Subcommittee – Reviewed their Charter
- Environmental Mitigation Program Review – The Auditor found this program to be well run. The Audit had only one significant finding. Earlier in the program in the course of appraising property, OCTA found the On-Call appraisers did not have experience in appraising conservation properties. OCTA needed to find an appraiser who had experience in appraising this type of property. They identified an appraiser and instead of conducting a competitive procurement, they hired this person to act as a subcontractor to one of the appraisers on the on call list. As a result the appraiser's appraisals were reviewed by the prime contractor. This was all corrected and the second round of appraisals were conducted by the on-call list of appraisers selected by competitive bid.

Co-Chair Howard Mirowitz reported the current properties purchased by the Environmental Mitigation Program will fulfill the mitigation requirement by the Ordinance and there will be money left over. The question is what to do with the money and one suggestion is to spend it on water quality mitigation. Another suggestion is to set up an endowment for the property already purchased.

- Selection of Cities for the FY 2013 Agreed Upon Procedures – Cypress, Irvine, Laguna Beach, Los Alamitos, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Newport Beach, and Villa Park.
- Measure M2 Ordinance Tracking Matrix
- Fare Stabilization Update – Because of expected increases in the numbers of senior citizens money used to stabilize senior bus fares will be exceeded by 2020.

9. Environmental Oversight Committee (EOC) Report

Philip C. La Puma reported the EOC met on April 3 and received an update report on the Natural Community Conservation Plan/Habitat Conservation Plan. The EOC went into closed session to discuss potential litigation and price and terms of payment for the acquisition of real properties.

Philip C. La Puma suggested inviting the Vice-Chairman of the EOC Melanie Schlotterbeck to give a presentation on the environmental program to the TOC.

10. Committee Member Reports

There were no Committee Member Reports

11. OCTA Staff Update (5 minutes each)

- I-405/Project K: Jim Beil

Tony Rouff asked if the selection of Alternate 1 for the I-405 is permanent. Jim Biel said this is the OCTA Board selection; however, staff will go back to the Board later this year with concept and design variations. Alice Rogan said Caltrans ultimately will make the locally preferred alternative selection.

Richard Egan asked what the reasons were for the City of Long Beach traffic study. Jim Beil said their traffic study will look at 35 intersections and there will need to be mitigation. Some of these are caused by I-405 project. OCTA is working with Los Angeles County on a fair share agreement.

- Caltrans Degradation Study: Jim Beil

Co-Chair Howard Mirowitz asked if the Board could change the decision on the I-405 and adopt a design to add more lanes within the 180 day waiting period. Jim Beil said it depends – do they want a plan for the future in 180 days or do they want the problem resolved in 180 days. It seems like the State wants a plan that Federal Highways concur with.

Howard Mirowitz asked is this is the reason perhaps Project K is looking like a good alternative. Jim Beil said not necessarily, this is not Project K specific it will have an impact on all of the M2 projects. Most of the M2 projects add general purpose lane capacity.

Tony Rouff asked if they were in the 180 period now. Jim Beil said no, the 180 period will not start until it is signed by the Director of Caltrans and given to the Federal Government for approval.

- Metrolink: Andy Oftelie

Andy Oftelie provided an update on Metrolink finances. Tony Rouff asked how many agencies contribute to Metrolink. Andy Oftelie said five counties contribute. Tony Rouff asked where is the oversight overall for Metrolink. Andy Oftelie said there is a 12-member Metrolink Board of Directors (11 voting members) made up of the five member agencies.

Co-Chair Howard Mirowitz asked, given the state of affairs at Metrolink, is OCTA contemplating withholding funds from Metrolink. Andy Oftelie said that OCTA has developed an MOU which details all the information which must be provided by each party before payment will be remitted. OCTA withheld payments for seven months (the first two quarters of the year) until this MOU was finalized. OCTA is currently sending quarterly payments to Metrolink, but the Executive Director of

Finance and Administration approves every payment to Metrolink before they can be sent.

Co-Chair Howard Mirowitz asked what the TOC can do to support the efforts of the Board. Andy Oftelie said there is nothing that the TOC should do right now. Andy Oftelie is a member of a task force working with Metrolink on their issues and will continue to report issues and progress to the TOC as appropriate.

- Organizational Readiness Study: Tamara Warren
- Other: Alice Rogan
There are four members whose terms are expiring (First, Third, Fourth and Fifth supervisorial districts). Please tell any friends about these vacancies. Applications are due April 22.

Alice passed out the Measure M annual report.

12. Public Comments

There were no Public Comments

13. Adjournment

The Measure M Taxpayers Oversight Committee meeting adjourned at 8:p.m. The next meeting will be June 11, 2013.

**Taxpayers Oversight Committee
Fiscal Year 2012-2013
Attendance Record**



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

Meeting Date	10-Jul	14-Aug	27-Sep	9-Oct	13-Nov	11-Dec	8-Jan	12-Feb	12-Mar	9-Apr	14-May	11-Jun
Richard Egan		X	X	X		X		X		X		
Terry Fleskes		N/A	N/A	N/A		N/A		X		X		
Randy Holbrook		X	X	X		X		X		X		
Katherine Koster		X	X	X		X		R		R		
Philip La Puma		X	X	X		X		X		X		
Anh-Tuan Le		X	E	E		X		E		X		
Howard Mirowitz		X	X	X		X		X		X		
Tony Rouff		X	X	X		X		X		X		
John Stammen		X	X	X		E		X		X		
Jan Grimes		E	X	X		X		X		*		
Dowling Tsai		X	X	X		X		X		X		
Jack Wu		X	E	X		X		E		*		

Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
April 9, 2013	Jan Grimes	Travel
April 9, 2013	Jack Wu	Personal

*Action
Items*

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2013

(\$ in thousands)	Quarter Ended Mar 31, 2013	Year to Date Mar 31, 2013 (A)	Period from Inception through Mar 31, 2013 (B)
Revenues:			
Sales taxes	\$ -	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:			
Project related	2,970	19,848	572,948
Non-project related	-	-	620
Interest:			
Operating:			
Project related	184	693	1,745
Non-project related	824	2,779	269,854
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	64	240	6,248
Proceeds on sale of assets held for resale	-	-	24,575
Miscellaneous:			
Project related	-	-	26
Non-project related	-	-	776
Total revenues	<u>4,042</u>	<u>23,560</u>	<u>5,303,659</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	-	-	56,883
Professional services:			
Project related	837	1,757	205,519
Non-project related	126	322	35,426
Administration costs:			
Project related	238	775	23,100
Non-project related	352	1,796	95,934
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	14	51	2,011
Non-project related	11	15	15,968
Payments to local agencies:			
Turnback	-	-	594,009
Other	16,518	27,109	936,822
Capital outlay	6,023	15,952	2,084,066
Debt service:			
Principal payments on long-term debt	-	-	1,003,955
Interest on long-term debt and commercial paper	-	-	561,842
Total expenditures	<u>24,119</u>	<u>47,777</u>	<u>5,694,153</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(20,077)</u>	<u>(24,217)</u>	<u>(390,494)</u>
Other financing sources (uses):			
Transfers out:			
Project related	-	-	(383,264)
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)
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>629,587</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (20,077)</u>	<u>\$ (24,217)</u>	<u>\$ 239,093</u>

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2013

(\$ in thousands)	Quarter Ended Mar 31, 2013 (actual)	Year Ended Mar 31, 2013 (actual) (C.1)	Period from Inception through Mar 31, 2013 (actual) (D.1)	Period from April 1, 2013 forward (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ -	\$ -	\$ 4,003,972	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	-	620	-	620
Operating interest	824	2,779	269,854	3,943	273,797
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	776	-	776
Total tax revenues	<u>824</u>	<u>2,779</u>	<u>4,295,905</u>	<u>3,943</u>	<u>4,299,848</u>
Administrative expenditures:					
SBOE fees	-	-	56,883	-	56,883
Professional services, non-project related	126	322	26,565	-	26,565
Administration costs, non-project related	352	1,796	95,934	7,966	103,900
Transfers out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	11	15	6,868	-	6,868
Total administrative expenditures	<u>489</u>	<u>2,133</u>	<u>221,158</u>	<u>7,966</u>	<u>229,124</u>
Net tax revenues	<u>\$ 335</u>	<u>\$ 646</u>	<u>\$ 4,074,747</u>	<u>\$ (4,023)</u>	<u>\$ 4,070,724</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	-	-	82,054	-	82,054
Interest revenue from commercial paper	-	-	6,072	-	6,072
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	<u>-</u>	<u>-</u>	<u>1,415,777</u>	<u>-</u>	<u>1,415,777</u>
Financing expenditures and uses:					
Professional services, non-project related	-	-	8,861	-	8,861
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	-	1,003,955	-	1,003,955
Bond debt interest expense	-	-	561,842	-	561,842
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,100	-	9,100
Total financing expenditures and uses	<u>-</u>	<u>-</u>	<u>1,786,445</u>	<u>-</u>	<u>1,786,445</u>
Net bond revenues (debt service)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (370,668)</u>	<u>\$ -</u>	<u>\$ (370,668)</u>

**Measure M1
Schedule of Revenues and Expenditures Summary
as of March 31, 2013**

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended Mar 31, 2013 (N)	Reimbursements Quarter Ended Mar 31, 2013 (O)	Expenditures through Mar 31, 2013 (N)	Reimbursements through Mar 31, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)												
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,524	\$ 981,551	\$ 810,010	\$ 789,022	\$ 192,529	\$ 20,988	\$ 4,054	\$ 16	\$ 879,797	\$ 85,696	\$ 794,101	98.0%
I-5 between I-5/I-405 Interchange and San Clemente	68,763	68,695	72,862	74,962	(6,267)	(2,100)	-	-	70,294	10,358	59,936	82.3%
I-5/I-405 Interchange	87,276	87,190	72,802	73,075	14,115	(273)	-	-	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,184	58,127	44,511	49,349	8,778	(4,838)	-	-	55,514	6,172	49,342	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,092	29,063	24,128	22,758	6,305	1,370	-	-	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,625	125,501	116,136	105,389	20,112	10,747	-	-	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,678	400,283	313,297	310,943	89,340	2,354	2,324	1,325	650,271	341,251	309,020	98.6%
Subtotal Projects	1,752,142	1,750,410	1,453,746	1,425,498	324,912	28,248	6,378	1,341	1,903,645	490,024	1,413,621	
Net (Bond Revenue)/Debt Service	-	-	311,917	311,917	(311,917)	-	-	-	311,917	-	311,917	
Total Freeways	\$ 1,752,142	\$ 1,750,410	\$ 1,765,663	\$ 1,737,415	\$ 12,995	\$ 28,248	\$ 6,378	\$ 1,341	\$ 2,215,562	\$ 490,024	\$ 1,725,538	45.0%
%				42.8%							45.0%	
Regional Street and Road Projects (11%)												
Smart Streets	\$ 153,676	\$ 153,524	\$ 151,115	\$ 151,115	\$ 2,409	\$ -	\$ 15	\$ -	\$ 156,555	\$ 11,939	\$ 144,616	95.7%
Regionally Significant Interchanges	89,644	89,556	89,556	89,556	-	-	5,020	-	78,915	146	78,769	88.0%
Intersection Improvement Program	128,063	127,937	127,937	127,937	-	-	17	-	109,535	3,720	105,815	82.7%
Traffic Signal Coordination	64,032	63,969	63,969	63,969	-	-	575	96	67,088	3,662	63,426	99.2%
Transportation Systems Management and Transportation Demand Management	12,806	12,794	12,794	12,794	-	-	-	-	9,674	149	9,525	74.4%
Subtotal Projects	448,221	447,780	445,371	445,371	2,409	-	5,627	96	421,767	19,616	402,151	
Net (Bond Revenue)/Debt Service	-	-	2,409	2,409	(2,409)	-	-	-	2,409	-	2,409	
Total Regional Street and Road Projects	\$ 448,221	\$ 447,780	\$ 447,780	\$ 447,780	\$ -	\$ -	\$ 5,627	\$ 96	\$ 424,176	\$ 19,616	\$ 404,560	10.5%
%				11.0%							10.5%	

Measure M1
Schedule of Revenues and Expenditures Summary
as of March 31, 2013

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended Mar 31, 2013 (N)	Reimbursements Quarter Ended Mar 31, 2013 (O)	Expenditures through Mar 31, 2013 (N)	Reimbursements through Mar 31, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
(\$ in thousands)												
Local Street and Road Projects (21%)												
Master Plan of Arterial Highway Improvements	\$ 160,784	\$ 160,526	\$ 160,526	\$ 160,526	\$ -	\$ -	\$ 20	\$ -	\$ 136,361	\$ 99	\$ 136,262	84.9%
Streets and Roads Maintenance and Road Improvements	594,913	594,326	594,326	594,326	-	-	-	-	594,025	-	594,025	99.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	263	-	94,674	431	94,243	94.2%
Subtotal Projects	855,697	854,852	854,852	854,852	-	-	283	-	825,060	530	824,530	
Net (Bond Revenue)/Debt Service	-	-	-	-	-	-	-	-	-	-	-	
Total Local Street and Road Projects	\$ 855,697	\$ 854,852	\$ 854,852	\$ 854,852	\$ -	\$ -	\$ 283	\$ -	\$ 825,060	\$ 530	\$ 824,530	21.5%
%				21.1%								
Transit Projects (25%)												
Pacific Electric Right-of-Way	\$ 19,717	\$ 19,697	\$ 15,000	\$ 14,000	\$ 5,697	\$ 1,000	\$ 50	\$ 49	\$ 17,403	\$ 3,250	\$ 14,153	94.4%
Commuter Rail	367,758	367,376	352,069	360,027	7,349	(7,958)	-	-	411,438	60,805	350,633	99.6%
High-Technology Advanced Rail Transit	446,908	446,467	427,890	440,688	5,779	(12,798)	11,224	1,732	466,725	152,815	313,910	73.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	-	-	20,000	-	20,000	100.0%
Transitways	164,304	164,142	146,381	126,625	37,517	19,756	68	-	162,753	36,765	125,988	86.1%
Subtotal Projects	1,018,687	1,017,682	961,340	961,340	56,342	-	11,342	1,781	1,078,319	253,635	824,684	
Net (Bond Revenue)/Debt Service	-	-	56,342	56,342	(56,342)	-	-	-	56,342	-	56,342	
Total Transit Projects	\$ 1,018,687	\$ 1,017,682	\$ 1,017,682	\$ 1,017,682	\$ -	\$ -	\$ 11,342	\$ 1,781	\$ 1,134,661	\$ 253,635	\$ 881,026	23.0%
%				25.1%								
Total Measure M1 Program	\$ 4,074,747	\$ 4,070,724	\$ 4,085,977	\$ 4,057,729	\$ 12,995	\$ 28,248	\$ 23,630	\$ 3,218	\$ 4,599,459	\$ 763,805	\$ 3,835,654	

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2013
(Unaudited)

(\$ in thousands)	Quarter Ended Mar 31, 2013	Year to Date Mar 31, 2013 (A)	Period from Inception to Mar 31, 2013 (B)
Revenues:			
Sales taxes	\$ 61,294	\$ 196,360	\$ 509,613
Other agencies' share of Measure M2 costs:			
Project related	29,864	62,500	121,465
Interest:			
Operating:			
Non-project related	948	1,898	2,382
Bond proceeds	2,767	6,050	15,394
Debt service	4	12	29
Commercial paper	-	-	393
Right-of-way leases	42	70	309
Total revenues	<u>94,919</u>	<u>266,890</u>	<u>649,585</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	542	1,855	4,966
Professional services:			
Project related	9,194	20,268	149,170
Non-project related	614	1,533	7,274
Administration costs:			
Project related	1,309	3,810	16,532
Non-project related	2,129	5,304	23,753
Other:			
Project related	17	153	621
Non-project related	25	37	3,448
Payments to local agencies:			
Project related	20,475	48,781	185,892
Capital outlay:			
Project related	17,393	57,023	177,582
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	6,410	6,410	6,410
Interest on long-term debt and commercial paper	11,211	22,474	49,671
Total expenditures	<u>69,319</u>	<u>167,648</u>	<u>625,351</u>
Excess (deficiency) of revenues over (under) expenditures	<u>25,600</u>	<u>99,242</u>	<u>24,234</u>
Other financing sources (uses):			
Transfers out:			
Project related	(988)	(1,899)	(4,959)
Transfers in:			
Project related	-	1	26,503
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(988)</u>	<u>(1,898)</u>	<u>380,137</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 24,612</u>	<u>\$ 97,344</u>	<u>\$ 404,371</u>

Measure M2
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2013
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2013 (actual)	Year Ended Mar 31, 2013 (actual) (C.1)	Period from Inception through Mar 31, 2013 (actual) (D.1)	Period from April 1, 2013 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ 61,294	\$ 196,360	\$ 509,613	\$ 15,104,173	\$ 15,613,786
Operating interest	948	1,898	2,382	359,399	361,781
Total tax revenues	<u>62,242</u>	<u>198,258</u>	<u>511,995</u>	<u>15,463,571</u>	<u>15,975,566</u>
Administrative expenditures:					
SBOE fees	542	1,855	4,966	226,653	231,619
Professional services, non-project related	519	1,326	4,223	102,692	106,915
Administration costs, non-project related	2,129	5,304	23,753	144,245	167,998
Transfers out, non-project related	-	-	-	21,142	21,142
Other, non-project related	25	37	3,448	27,183	30,631
Capital outlay, non-project related	-	-	32	-	32
Environmental cleanup	576	1,161	3,144	309,271	312,415
Total expenditures	<u>3,791</u>	<u>9,683</u>	<u>39,566</u>	<u>831,186</u>	<u>870,752</u>
Net tax revenues	<u>\$ 58,451</u>	<u>\$ 188,575</u>	<u>\$ 472,429</u>	<u>\$ 14,632,385</u>	<u>\$ 15,104,814</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,500,000	\$ 1,858,593
Interest revenue from bond proceeds	2,767	6,050	15,394	33,200	48,594
Interest revenue from debt service funds	4	12	29	58,223	58,252
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>2,771</u>	<u>6,062</u>	<u>374,409</u>	<u>1,591,423</u>	<u>1,965,832</u>
Financing expenditures and uses:					
Professional services, non-project related	95	207	3,051	-	3,051
Bond debt principal	6,410	6,410	6,410	1,866,855	1,873,265
Bond debt and other interest expense	11,211	22,474	49,671	1,627,422	1,677,093
Total financing expenditures and uses	<u>17,716</u>	<u>29,091</u>	<u>59,132</u>	<u>3,494,277</u>	<u>3,553,409</u>
Net bond revenues (debt service)	<u>\$ (14,945)</u>	<u>\$ (23,029)</u>	<u>\$ 315,277</u>	<u>\$ (1,902,854)</u>	<u>\$ (1,587,577)</u>

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2013
(Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended Mar 31, 2013	Reimbursements Quarter Ended Mar 31, 2013	Expenditures through Mar 31, 2013	Reimbursements through Mar 31, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)	
(\$ in thousands)													
Freeways (43% of Net Tax Revenues)													
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 18,621	\$ 595,358	\$ 594,536	\$ 594,536	\$ 822	\$ -	\$ 62	\$ -	\$ 1,267	\$ -	\$ 1,267	0.2%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	46,956	1,501,316	1,312,444	1,312,444	188,872	-	3,921	2,702	33,000	6,271	26,729	2.0%
E	SR-22 Garden Grove Freeway Access Improvements	4,754	152,006	152,005	152,005	1	-	-	-	4	-	4	0.0%
F	SR-55 Costa Mesa Freeway Improvements	14,500	463,619	461,094	461,094	2,525	-	600	-	4,204	13	4,191	0.9%
G	SR-57 Orange Freeway Improvements	10,249	327,700	306,325	306,325	21,375	-	1,963	797	32,875	6,211	26,664	8.7%
H,I,J	SR-91 Riverside Freeway Improvements	36,002	1,151,068	1,141,049	1,141,049	10,019	-	372	-	18,238	5,330	12,908	1.1%
K,L	I-405 San Diego Freeway Improvements	55,169	1,763,908	732,012	732,012	1,031,896	-	454	2	16,656	615	16,041	2.2%
M	I-605 Freeway Access Improvements	792	25,334	25,334	25,334	-	-	3	-	15	-	15	0.1%
N	All Freeway Service Patrol	5,943	190,008	190,008	190,008	-	-	4	-	21	-	21	0.0%
	Freeway Mitigation	10,157	324,754	301,319	301,319	23,435	-	401	(203)	30,152	1,204	28,948	9.6%
	Subtotal Projects	203,143	6,495,071	5,216,126	5,216,126	1,278,945	-	7,780	3,298	136,432	19,644	116,788	
	Net (Bond Revenue)/Debt Service	-	-	1,278,945	1,278,945	(1,278,945)	-	3,367	-	14,561	-	14,561	
	Total Freeways	\$ 203,143	\$ 6,495,071	\$ 6,495,071	\$ 6,495,071	\$ -	\$ -	\$ 11,147	\$ 3,298	\$ 150,993	\$ 19,644	\$ 131,349	31.2%
	%				43.0%								
Street and Roads Projects (32% of Net Tax Revenues)													
O	Regional Capacity Program	\$ 47,244	\$ 1,510,500	\$ 1,415,745	\$ 1,415,745	\$ 94,755	\$ -	\$ 20,156	\$ 23,651	\$ 186,134	\$ 65,861	\$ 120,273	8.5%
P	Regional Traffic Signal Synchronization Program	18,897	604,173	603,926	603,926	247	-	468	-	1,840	272	1,568	0.3%
Q	Local Fair Share Program	85,037	2,718,867	2,718,867	2,718,867	-	-	15,561	-	74,153	-	74,153	2.7%
	Subtotal Projects	151,178	4,833,540	4,738,538	4,738,538	95,002	-	36,185	23,651	262,127	66,133	195,994	
	Net (Bond Revenue)/Debt Service	-	-	95,002	95,002	(95,002)	-	3,625	-	15,673	-	15,673	
	Total Street and Roads Projects	\$ 151,178	\$ 4,833,540	\$ 4,833,540	\$ 4,833,540	\$ -	\$ -	\$ 39,810	\$ 23,651	\$ 277,800	\$ 66,133	\$ 211,667	50.3%
	%				32.0%								

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2013
(Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended Mar 31, 2013	Reimbursements Quarter Ended Mar 31, 2013	Expenditures through Mar 31, 2013	Reimbursements through Mar 31, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)	
<i>(\$ in thousands)</i>													
Transit Projects (25% of Net Tax Revenues)													
R	High Frequency Metrolink Service	\$ 42,293	\$ 1,352,206	\$ 1,293,498	\$ 1,293,498	\$ 58,708	\$ -	\$ 2,337	\$ 2,957	\$ 120,263	\$ 62,184	\$ 58,079	4.5%
S	Transit Extensions to Metrolink	41,705	1,333,405	1,246,473	1,246,473	86,932	-	49	-	445	139	306	0.0%
T	Metrolink Gateways	9,450	302,150	234,160	234,160	67,990	-	-	-	5	-	5	0.0%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	14,171	453,091	453,091	453,091	-	-	2,589	-	12,330	-	12,330	2.7%
V	Community Based Transit/Circulators	9,446	302,016	302,016	302,016	-	-	3	-	5	-	5	0.0%
W	Safe Transit Stops	1,043	33,335	33,335	33,335	-	-	-	-	5	-	5	0.0%
	Subtotal Projects	118,108	3,776,203	3,562,573	3,562,573	213,630	-	4,978	2,957	133,053	62,323	70,730	
	Net (Bond Revenue)/Debt Service	-	-	213,630	213,630	(213,630)	-	1,543	-	6,672	-	6,672	
	Total Transit Projects	\$ 118,108	\$ 3,776,203	\$ 3,776,203	\$ 3,776,203	\$ -	\$ -	\$ 6,521	\$ 2,957	\$ 139,725	\$ 62,323	\$ 77,402	18.4%
	%				25.0%								
	Measure M2 Program	\$ 472,429	\$ 15,104,814	\$ 15,104,814	\$ 15,104,814	\$ -	\$ -	\$ 57,478	\$ 29,906	\$ 568,518	\$ 148,100	\$ 420,418	

**Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2013
(Unaudited)**

Project	Description	Revenues Program to Date Actual	Total Revenues	Project Budget	Estimate at Completion	Variance Total Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended Mar 31, 2013	Reimbursements Quarter Ended Mar 31, 2013	Expenditures through Mar 31, 2013	Reimbursements through Mar 31, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H.1)	(I.1)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)	
	<i>(\$ in thousands)</i>												
	Environmental Cleanup (2% of Revenues)												
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 10,240	\$ 319,511	\$ 319,511	\$ 319,511	\$ -	\$ -	\$ 433	\$ -	\$ 3,144	\$ 177	\$ 2,967	0.9%
	Total Environmental Cleanup	<u>\$ 10,240</u>	<u>\$ 319,511</u>	<u>\$ 319,511</u>	<u>\$ 319,511</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 433</u>	<u>\$ -</u>	<u>\$ 3,144</u>	<u>\$ 177</u>	<u>\$ 2,967</u>	<u>0.6%</u>
	%				2.0%								
	Taxpayer Safeguards and Audits												
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 7,644	\$ 234,207	\$ 234,207	\$ 234,207	\$ -	\$ -	\$ 542	\$ -	\$ 4,966	\$ -	\$ 4,966	2.1%
	%				1.5%								1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 5,120	\$ 159,756	\$ 159,756	\$ 159,756	\$ -	\$ -	\$ 667	\$ -	\$ 10,440	\$ 5,184	\$ 5,256	3.3%
	%				1.0%								1.0%

*Information
Items*



BOARD COMMITTEE TRANSMITTAL

April 8, 2013

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Measure M2 Comprehensive Transportation Funding Programs
- 2013 Calls for Projects Programming Recommendations

Regional Planning and Highways Committee Meeting of April 1, 2013

Present: Directors Donchak, Harper, Lalloway, Miller, Murray, Nelson,
and Spitzer
Absent: Director Bates

Committee Vote

This item was passed by the Members present.

Director Lalloway was not present to vote on this item.

Committee Recommendations

- A. Approve the programming recommendations for the 2013 Regional Capacity Program to fund ten projects, in an amount totaling \$34.6 million.
- B. Approve the programming recommendations for the 2013 Regional Traffic Signal Synchronization Program to fund 14 projects, in an amount totaling \$15 million.
- C. Authorize staff to transfer any and all unspent Measure M1 streets and roads funds to Measure M2 for use in the Regional Capacity Program.
- D. Authorize staff to increase Proposition 1B State-Local Partnership Program on Cow Camp Road Segment 1 from \$3.717 million to \$4.160 million, and decrease Measure M2 Regional Capacity Program funds from \$4.603 million to \$4.160 million.



April 1, 2013

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Comprehensive Transportation Funding Programs - 2013 Calls for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2013 annual Measure M2 Regional Capacity Program and Regional Traffic Signal Synchronization Program calls for projects in August 2012. These competitive calls for projects made available approximately \$50 million in grant funding for streets and roads projects countywide. A priority list of projects recommended for funding is presented for review and approval.

Recommendations

- A. Approve the programming recommendations for the 2013 Regional Capacity Program to fund ten projects, in an amount totaling \$34.6 million.
- B. Approve the programming recommendations for the 2013 Regional Traffic Signal Synchronization Program to fund 14 projects, in an amount totaling \$15 million.
- C. Authorize staff to transfer any and all unspent Measure M1 streets and roads funds to Measure M2 for use in the Regional Capacity Program.
- D. Authorize staff to increase Proposition 1B State-Local Partnership Program on Cow Camp Road Segment 1 from \$3.717 million to \$4.160 million, and decrease Measure M2 Regional Capacity Program funds from \$4.603 million to \$4.160 million.

Background

The Regional Capacity Program (RCP), Project O, is the Measure M2 (M2) competitive funding program the Orange County Transportation Authority (OCTA)

uses for streets and roads capital projects. The Regional Traffic Signal Synchronization Program (RTSSP), Project P, is the M2 Program used to provide funding for multi-jurisdictional signal synchronization projects. Both programs fall under the Comprehensive Transportation Funding Programs (CTFP). The CTFP was developed to provide local agencies with a common set of guidelines and project evaluation criteria for a variety of funding programs. The CTFP allocates funds through a competitive call based on criteria approved by the OCTA Board of Directors (Board). The CTFP includes M2 funding and may include state and federal sources as well.

On August 13, 2012, the Board authorized staff to issue two calls for projects (call) making available approximately \$35 million in RCP funding and \$15 million in RTSSP funding. On October 26, 2012, OCTA received 31 applications requesting RCP funding and 19 applications requesting RTSSP funding from a total of 22 local agencies. Applications were reviewed for eligibility, consistency, and adherence to guidelines and program objectives. Staff worked with the local agencies to address technical issues related to excess right-of-way, construction unit costs, and project scopes.

The recommended programming includes a total of 24 projects and allocations of \$49.6 million (escalated). Brief program descriptions are provided below.

RCP

The RCP will provide funds for capital improvements to congested streets, roads, intersections, and interchanges. Projects funded through this program have a level of service (LOS) of .81 or higher and will benefit from capacity improvements. A total of 31 project applications requesting \$65.6 million were received for this program. Subsequent to the submittal deadline, one application for RCP funding was withdrawn by the local agency, leaving 30 applications for review. Staff is recommending to program approximately \$34.6 million (escalated) to fund ten projects through the Arterial Capacity Enhancement, Intersection Capacity Enhancement, and Freeway Arterial/Street Transition categories. The details of projects recommended for funding for the RCP are shown in Attachment A. Projects that are eligible, but fall below the available programming, are on a standby projects list summarized in Attachment B. These projects would be considered for funding should additional programming capacity become available through cancellations as part of the March 2013 semi-annual review.

RTSSP

The RTSSP provides a significant funding source for multi-agency, corridor-based signal synchronization along Orange County streets and roads. Funding is provided for a three-year period that includes the implementation of signal synchronization, as well as a limited amount of funding for ongoing maintenance and monitoring to keep the investments in optimal condition. A total of 19 project applications requesting \$18.1 million were received for this program. Staff recommends programming \$15 million to fund 14 projects. All of the proposed projects will be implemented in fiscal year (FY) 2013-14. The details of projects recommended for funding for the RTSSP are shown in Attachment C. Projects that fall below the available programming are summarized in Attachment D.

The table below provides an overall summary of the funding recommendations:

2013 CTFP Call for Projects Summary (\$ in millions)

	RCP	RTSSP	Total
Number of Applications Recommended for Approval	10	14	24
Amount Recommended for Approval (escalated)	\$34.6	\$15	\$49.6

LOS Considerations

The CTFP guidelines for the RCP require a minimum starting LOS of .81 for a project to be eligible for consideration. The guidelines also include a clause that grants provisional eligibility to projects that have a starting LOS of .71. The consideration of these projects is dependent whether programming capacity exists after all eligible projects with an LOS of .81 are funded. As part of this call, all available programming was allocated to projects that met the .81 LOS requirement. Therefore, projects below .81 LOS were considered ineligible for funding. These projects are summarized in Attachment E.

Policy Considerations

Currently, the CTFP guidelines have no mechanism to deal with projects that are tied in score and where sufficient programming capacity does not exist to fund all projects. That situation occurred as part of this call. The Warner Avenue extension and the Bristol Street widening projects both scored 51 points. Funding the Warner Avenue Extension Project was within the available programming capacity. Funding the Bristol Street Widening Project would exceed the available funding by approximately \$8 million. Absent a specific policy, the staff programming recommendation is based solely on the available funding capacity.

As part of the next update to the CTFP guidelines, staff will propose a policy adjustment to address this circumstance. The Technical Advisory Committee approved the funding recommendations as submitted by staff on February 27, 2013.

Measure M1 Streets and Roads Balances

Staff is currently in the process of closing out the Measure M1 (M1) Streets and Roads Program. This includes a reconciliation of all project costs to date and determining the balance of funds remaining. It is anticipated that this closeout process will be complete during the third quarter of FY 2013-14. As part of this effort, staff is seeking Board authorization to transfer any and all M1 streets and roads program balances as a result of bid savings and/or project cancellation for use in the RCP.

Cow Camp Road Segment 1 Proposition 1B State-Local Partnership Program Funds

On February 8, 2013, the Board authorized staff to maximize the use of Proposition 1B State-Local Partnership Program (SLPP) funds by programming any project savings towards eligible projects. Cow Camp Road Segment 1 was awarded SLPP and RCP funds as part of the 2010 CTFP call. To maximize the use of SLPP and preserve M2 funding, staff recommends increasing the SLPP share from \$3.717 million to \$4.160 million and decrease the M2 share from \$4.603 million to \$4.160 million for a one-to-one match. The M2 funds removed from Cow Camp Road Segment 1 will be used towards future RCP calls for projects.

Summary

Proposed programming recommendations for projects in the Regional Capacity Program and Regional Traffic Signal Synchronization Program have been developed by staff. Funding for 24 projects, totaling \$49.6 million in Measure M2 funds is proposed. In an effort to maximize available funding, staff is seeking approval to use any and all Measure M1 Streets and Roads Program fund balances to supplement existing Measure M2 Regional Capacity Program funds. Finally, staff is also seeking approval of the increase of Proposition 1B State-Local Partnership Program funds on the Cow Camp Road Segment 1 Project.

Attachments

- A. 2013 Measure M2 Regional Capacity Program Call for Projects – Programming Recommendations
- B. 2013 Measure M2 Regional Capacity Program Call for Projects – Unfunded Projects List
- C. 2013 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects – Programming Recommendations
- D. 2013 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects – Unfunded Projects List
- E. 2013 Measure M2 Regional Capacity Program Call for Projects – Ineligible Projects List

Prepared by:



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Senior Transportation Funding Analyst
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Approved by:



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

2013 Measure M2 Regional Capacity Program Call for Projects - Programming Recommendations

#	Local Agency	Program	Phase	Project Description	Score	Total Request	LOS	Engineering	ROW	Construction	Fiscal Year 2013-14	Fiscal Year 2014-15	Fiscal Year 2015-16	Cumulative Total
1	Anaheim	ACE	ROW	Brookhurst Street Widening (Interstate 5 to State Route 91)	72	\$ 10,495,539	1.09		\$ 10,495,539		\$ 10,495,539	-	-	\$ 10,495,539
2	San Juan Capistrano	ACE	ENG	Ortega Highway	70	\$ 1,050,000	2.29	\$ 1,050,000			\$ 1,050,000	-	-	\$ 11,545,539
3	Fullerton	ACE	CON	Bastanchury Road Widening	63	\$ 1,806,637	0.92			\$ 1,806,637	\$ 1,806,637	-	-	\$ 13,352,176
4	Orange County	ACE	CON	La Pata Avenue (Phase II)	62	\$ 10,000,000	1.01			\$ 10,000,000	\$ 10,000,000	-	-	\$ 23,352,176
5	Newport Beach	ACE	ROW	Newport Boulevard Widening	60	\$ 3,048,413	1.01		\$ 3,048,413		-	\$ 3,048,413	-	\$ 26,400,589
6	Santa Ana	ACE	ENG	Wamer Avenue Widening	58	\$ 323,775	1.14	\$ 323,775			\$ 323,775	-	-	\$ 26,724,364
7	Buena Park	FAST	ROW/CON	State Route 91/Beach Boulevard Westbound Exit Ramp	56	\$ 1,474,369	1.03		\$ 97,241	\$ 1,377,129	-	\$ 97,241	\$ 1,377,129	\$ 28,198,733
8	Orange	ICE	ENG	Lincoln Avenue and Tustin Street Intersection	55	\$ 105,000	0.96	\$ 105,000			\$ 105,000	-	-	\$ 28,303,733
9	Irvine	ACE	ENG	University Drive (MacArthur Boulevard to Campus Drive)	54	\$ 910,000	0.97	\$ 910,000			-	\$ 910,000	-	\$ 29,213,733
10	Tustin	ACE	CON	Wamer Avenue Extension	51	\$ 5,400,000	1.10			\$ 5,400,000	\$ 5,400,000	-	-	\$ 34,613,733
						\$ 34,613,733		\$ 2,388,775	\$ 13,641,192	\$ 18,583,766	\$ 29,180,951	\$ 4,055,653	\$ 1,377,129	\$ 34,613,733

ROW and CON values shown for fiscal years 2014-15 and 2015-16 have been escalated.

- LOS - Level of service
- ICE - Intersection Capacity Enhancement
- ACE - Arterial Capacity Enhancement
- FAST - Freeway Arterial Street Transition
- ENG - Engineering
- ROW - Right-of-way
- CON - Construction

2013 Measure M2 Regional Capacity Program Call for Projects - Unfunded Projects List

Local Agency	Program	Phase	Project Description	Total Request	Score	LOS
Santa Ana	ACE	ROW/CON	Bristol Street Widening (Civic Center to Washington)	\$ 12,468,750	51	0.96
Westminster	ICE	ENG/CON	Magnolia Avenue and Bolsa Avenue Intersection	\$ 1,050,000	50	0.92
Santa Ana	ICE	ENG	Grand Avenue and 1 st Street Intersection Widening	\$ 39,570	46	0.85
Orange	ICE	ROW/CON	Katella Avenue and Wanda Road Intersection Widening	\$ 667,500	45	1.00
Brea	ACE	ENG	Brea Boulevard Widening Project	\$ 172,500	44	0.94
Orange County	ACE	CON	Edinger Avenue Bridge Widening over Santa Ana River	\$ 1,200,000	44	0.88
Anaheim	ICE	ROW	Ball Road and Anaheim Blvd Intersection	\$ 853,630	44	0.85
Anaheim	ICE	ROW	State College Boulevard and La Palma Avenue Intersection	\$ 745,229	37	0.81
Orange	ICE	ENG/ROW/CON	Tustin Street and Katella Avenue Intersection Widening	\$ 1,447,500	36	0.84
				\$ 18,644,679		

LOS - Level of service
 ICE - Intersection Capacity Enhancement
 ACE - Arterial Capacity Enhancement
 ENG - Engineering
 ROW - Right-of-way
 CON - Construction

2013 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects - Programming Recommendations

#	Local Agency	Program	Project Description	Score	Total Request	Primary Implementation	Operations and Maintenance	Cumulative Total
1	Orange County	RTSSP	Antonio Parkway*	72	\$ 1,156,920	\$ 1,094,520	\$ 62,400	\$ 1,156,920
2	Costa Mesa	RTSSP	Newport Boulevard	69	\$ 1,304,596	\$ 1,287,976	\$ 16,620	\$ 2,461,516
3	Lake Forest	RTSSP	Bake Parkway	68	\$ 532,603	\$ 496,123	\$ 36,480	\$ 2,994,119
4	Placentia	RTSSP	Kraemer Boulevard	68	\$ 2,433,520	\$ 2,275,120	\$ 158,400	\$ 5,427,639
5	Huntington Beach	RTSSP	Adams Avenue	63	\$ 1,042,374	\$ 1,006,470	\$ 35,904	\$ 6,470,013
6	Seal Beach	RTSSP	Seal Beach Boulevard	60	\$ 586,720	\$ 500,320	\$ 86,400	\$ 7,056,733
7	Irvine	RTSSP	Barranca Parkway	57	\$ 2,106,434	\$ 1,992,386	\$ 114,048	\$ 9,163,168
8	Santa Ana	RTSSP	Main Street	56	\$ 1,350,506	\$ 1,272,106	\$ 78,400	\$ 10,513,674
9	Anaheim	RTSSP	State College Boulevard ITS	51	\$ 1,041,579	\$ 895,979	\$ 145,600	\$ 11,555,253
10	Irvine	RTSSP	Alton Parkway	50	\$ 1,209,396	\$ 1,092,756	\$ 116,640	\$ 12,764,649
11	Orange County	RTSSP	Newport Avenue/Boulevard	50	\$ 946,045	\$ 886,141	\$ 59,904	\$ 13,710,694
12	Anaheim	RTSSP	Harbor Boulevard ITS	45	\$ 731,867	\$ 640,347	\$ 91,520	\$ 14,442,561
13	Lake Forest	RTSSP	Trabuco Road	39	\$ 266,971	\$ 240,091	\$ 26,880	\$ 14,709,532
14	Mission Viejo	RTSSP	Jeronimo Road	38	\$ 267,360	\$ 238,560	\$ 28,800	\$ 14,976,892
					\$ 14,976,892	\$ 13,918,896	\$ 1,057,996	

* Fiscal year 2012-13 project allocation of \$108,864 will be cancelled

RTSSP - Regional Traffic Signal Synchronization Program
ITS - Intelligent Transportation System

**2013 Measure M2 Regional Traffic Signal Synchronization Program Call for Projects
Unfunded Projects List**

Local Agency	Program	Project Description	Total Request	Score
Costa Mesa	RTSSP	Sunflower Avenue	\$ 693,873	27
Brea	RTSSP	Birch Street	\$ 629,360	26
San Clemente	RTSSP	Avenida La Pata	\$ 287,816	25
San Clemente	RTSSP	Camino Vera Cruz	\$ 239,808	24
San Clemente	RTSSP	Avenida Talega	\$ 239,728	20
			\$ 2,090,585	

RSSTP - Regional Traffic Signal Synchronization Program

2013 Measure M2 Regional Capacity Program Call for Projects - Ineligible Projects List

Local Agency	Program	Phase	Project Description	Total Request	LOS
Costa Mesa	ICE	CON	Harbor Boulevard and Victoria Street Improvements	\$ 154,540	0.71
Cypress	ACE	CON	Cerritos Avenue Widening (Walker Street to 784' East of Walker Street)	\$ 159,600	0.76
Costa Mesa	ICE	CON	Harbor Boulevard and Gisler Avenue Improvements	\$ 809,421	0.79
Santa Ana	ACE	ENG	Grand Ave Widening from Walnut Street to 1 st Street	\$ 77,625	0.62
Costa Mesa	ICE	ENG/CON	Hyland Avenue and MacArthur Boulevard Intersection Improvements	\$ 201,634	0.75
Orange County	ACE	CON	Lincoln Avenue Widening over Santa Ana River	\$ 4,000,000	0.72
San Juan Capistrano	ACE	ENG	San Juan Creek Road Widening Project	\$ 145,000	0.68
Tustin	ACE	CON	Armstrong Avenue Extension: Warner Avenue to Barranca Parkway	\$ 2,250,000	0.80
Irvine	ACE	CON	Laguna Canyon Road/Interstate 405 Overcrossing	\$ 3,796,375	0.66
Laguna Hills	ACE	ENG/ROW	La Paz Road Widening	\$ 464,918	0.48
Yorba Linda	ACE	CON	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	\$ 499,000	0.71

LOS - Level of service
 ICE - Intersection Capacity Enhancement
 ACE - Arterial Capacity Enhancement
 ENG - Engineering
 ROW - Right-of-way
 CON - Construction



ORANGE COUNTY TRANSPORTATION AUTHORITY

To view the entire report with attachments, click here:

[Measure M2 Performance Assessment Report](#)



BOARD COMMITTEE TRANSMITTAL

April 8, 2013

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *WK*
Subject: Measure M2 Performance Assessment Report

Executive Committee meeting of April 1, 2013

Present: Chairman Winterbottom, and Directors Eastman, Hennessey, Murray, Nguyen, and Spitzer
Absent: Vice Chairman Nelson and Director Bates

Committee Vote

This item was passed by the Committee Members present.

Committee Recommendations

- A. Receive and file as an information item.
- B. Direct staff to implement the action plan outlines in the response to findings and to report back to the Board of Directors in the Measure M2 quarterly reports.



April 1, 2013

To: Executive Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M2 Performance Assessment Report

Overview

On November 7, 2006, Orange County voters approved the Renewed Measure M2 Transportation Ordinance and Investment Plan, now referred to as Measure M2. Ordinance No. 3 implements Measure M2 and requires specific safeguards and requirements that are to be followed. Included is a requirement for a performance assessment to be conducted every three years to evaluate the efficiency, effectiveness, economy, and program results of the Orange County Transportation Authority in delivering Measure M2. The second of these performance assessments, covering the period of July 1, 2009 through June 30, 2012 has been completed, and a report on the findings is presented.

Recommendations

- A. Receive and file as an information item.
- B. Direct staff to implement the action plan outlines in the response to findings and to report back to the Board of Directors in the Measure M2 quarterly reports.

Background

On November 7, 2006, the voters of Orange County approved the Measure M2 (M2) Transportation Investment Plan (Plan) with a 69.7 percent vote. The Plan provides a revenue stream, from April 1, 2011 through April 30, 2041, to fund a broad range of transportation improvements. The M2 Ordinance specifies specific safeguards and requirements that are to be followed.

Ordinance No. 3 states: "A performance assessment shall be conducted at least once every three years to evaluate the efficiency, effectiveness, economy and program results of the Authority in satisfying the provisions and

requirements of the investment summary of the Plan, the Plan, and the ordinance. A copy of the performance assessment shall be provided to the Taxpayers Oversight Committee.” Orange County Transportation Authority’s (OCTA) General Counsel has opined that the ordinance became effective the day after the election, thus starting the clock on the three-year review period. The first M2 performance assessment was completed in October 2010, covering the period from November 2006 through June 2009. The first assessment’s conclusions were positive overall and included a set of recommendations that were addressed in a timely manner.

Discussion

Consulting services were sought to conduct the second performance assessment. Following OCTA’s procurement policies, in July 2012, the contract was awarded to CH2M HILL to cover the period from July 1, 2009 through June 30, 2012. The key objectives of the assessment are as follows: to evaluate the status of findings from the first M2 performance assessment and the effectiveness of changes implemented, assess the performance of OCTA on the efficient delivery of M2 projects and programs, and identify and evaluate any potential barriers to success including opportunities for process improvements. In addition to reviewing the prior assessment findings and OCTA related actions, five main areas of focus were identified for the assessment:

- Project Delivery
- Program Management/Responsiveness
- Compliance
- Fiscal Responsibility
- Transparency and Accountability

Work on the second performance assessment for 2009-2012 has recently concluded. A copy of the consultant’s report is attached for Board of Directors’ review (Attachment A). The report includes a review of the prior assessment findings for the 2006-2009 period, which is detailed in Appendix A of the report. The prior assessment identified 18 findings with recommendations for OCTA to address. The consultant reviewed the 18 findings and OCTA’s response to each, and concluded affirmatively that OCTA adequately addressed each recommendation.

Overall, the 2009-2012 assessment commends OCTA’s commitment to the effective and efficient management and delivery of the M2 Program. In general, the assessment report finds that through the Early Action Plan (EAP), OCTA was able to take advantage of the competitive bidding environment and

make significant progress on a large number of projects despite the downturn in M2 revenues resulting from the economic recession of 2008.

The assessment determined that one of the most challenging aspects of the M2 Ordinance is the one percent cap on administrative expenses. Staff defines this challenge as a result of three factors. These are:

1. 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.
2. Decreased sales tax revenue due to the recession resulted in a reduction in overall administrative funding available. While the program effort remained the same, revenues available did not.
3. Acceleration of the M2 Program, as well as early work on developing a multitude of M2 programs and projects requires significant early effort including administrative responsibilities. As with Measure M, this level of effort is expected to decrease as projects are completed, reducing the level of administrative costs below the one percent cap, balancing it out over the life of the M2 Program.

As part of the report, CH2M HILL has 12 findings related to the execution of the elements outlined in the scope of work. The findings either commented on appropriateness of actions to date or provided recommendations for improvements. There were no major recommendations that suggest there should be a change in the direction of OCTA's actions.

Recommendations focused on the following key areas.

- Improving internal coordination/communication
- Improving external information on M2 project and program progress
- Managing the one percent administrative cap issue over the long term

The attached summary outlines the findings as well as a staff response/action plan (Attachment B). These findings will be fully addressed during the next calendar year as M2 policies and procedures are developed and implemented.

The Measure M Taxpayers Oversight Committee Audit Subcommittee reviewed the report at its February 12, 2013 meeting. The report and findings will be presented to the full Taxpayers Oversight Committee on April 9, 2013.

Summary

The Measure M2 Performance Assessment, as required by Ordinance No. 3, has recently been completed. While there were no significant findings, recommendations for improvements were made. The report, along with a summary of the findings and responses/action plan, is presented for Board of Directors' review.

Attachments

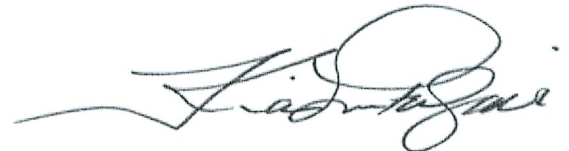
- A. Final Report – July 2009 – June 2012 M2 Performance Assessment
- B. July 2009 – June 2012 M2 Performance Assessment Response to Findings

Prepared by:



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Approved by:



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



BOARD COMMITTEE TRANSMITTAL

April 22, 2013

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject: Go Local Fixed-Guideway Program Decision Overview

Transit Committee Meeting of April 11, 2013

Present: Directors Donchak, Eastman, Jones, Pulido, Shaw, and Winterbottom
Absent: Director Nguyen

Committee Vote


No action was taken on this item.

Staff Recommendation

Receive and file as an information item.



April 11, 2013

To: Transit Committee 
From: Darrell Johnson, Chief Executive Officer
Subject: Go Local Fixed-Guideway Program Decision Overview

Overview

On February 28, 2013, the Orange County Transportation Authority conducted a Special Board of Directors Meeting to provide a complete history and overview of the Go Local Fixed-Guideway Program, including key milestones of the program, with a focus on the two fixed-guideway projects currently under development. As a follow-up to the Special Board of Directors Meeting discussion, a request was made for staff to present an overview of the anticipated Board of Directors' actions required to advance the fixed-guideway projects, consistent with the federal funding requirements.

Recommendation

Receive and file as an information item.

Background

Since initiation of the Go Local Fixed-Guideway Program (Program) in 2006, two fixed-guideway projects from the cities of Anaheim and Santa Ana/Garden Grove (Cities) have been under development. Each city has developed a proposed fixed-guideway project through the evaluation of a set of alternatives and alignments that best met the goals, purpose, and need of the respective project corridors. Both projects are approaching significant milestones in the upcoming months. The City of Anaheim has completed its alternatives analysis, and the Anaheim City Council has adopted a locally preferred alternative (LPA). The City of Anaheim will be returning to the Orange County Transportation Authority (OCTA) Board of Directors (Board) to seek concurrence on the LPA for the Anaheim Rapid Connection Project. The cities of Santa Ana and Garden Grove are nearing completion of their draft environmental document and will be seeking concurrence from the Board on the LPA and draft environmental document for the Santa Ana/Garden Grove Fixed-Guideway Project.

In anticipation of the Board reviewing these significant project milestones, a Special Board meeting was held on February 28, 2013, to provide the Board an in-depth review of each of the project development steps of the Program, including the scope of each phase, the funding awarded to date, the roles and responsibilities of OCTA and participating cities, and future funding. At the meeting, staff was requested to return to the Board to outline each of the incremental decisions that are required by the Board to advance the fixed-guideway projects, as well as the costs associated with these decisions. Staff has prepared the requested decision diagram for Board consideration.

Discussion

The intent of the decision diagram is to identify each incremental decision point in both projects' future phases that serve as opportunities for the Board to review, concur, and/or require that the Cities refine key project features, such as ridership and cost (Attachment A). The diagram has been divided into three sections: technical, policy, and New Starts as a way to clearly delineate the varied nature of each of the decision types, as well as how the timing of certain technical decisions influence the critical path for the policy decisions and vice versa. The New Starts phases are also provided to show how the Federal Transit Administration (FTA) phases correspond to the timing of the decisions that the Board will need to make, should the projects pursue New Starts funding.

Technical

The significant near-term technical decisions for both fixed-guideway projects are as follows:

- Concurrence with the LPA
- Concurrence with the environmental document

Both of these steps are referred to as project development by the FTA and are currently fully funded through a combination of Measure M1, Measure M2 (M2) and federal 5307 formula funds. Funding awarded to date is summarized in Attachment B. During this phase, there is flexibility to refine both projects' scope and cost through value engineering, and the Board has opportunities to decide whether to advance the projects for further development.

If the Board provides concurrence on both technical decisions identified above, the projects could advance into engineering which, as defined by FTA, includes preliminary engineering and final design. Preliminary engineering is currently fully funded for both projects through a combination of M2 and federal 5307 formula funds, as identified in Attachment B. However, the Cities will not have access to these funds until FTA provides approval to advance the projects into engineering.

Policy

Several significant policy decisions would need to be considered before both projects would be eligible to advance into engineering. Such policy decisions include:

- **Lead Agency:** Deciding which agency will lead final design and construction, and which type of design and construction implementation strategy will be utilized.
- **Funding:** Deciding if each project will pursue New Starts or non-New Starts with other federal funds.
- **Operations and Maintenance:** Deciding which agency will operate and maintain each system, and how operations and maintenance will be funded.

These are complex decisions that require significant discussion and will be addressed in much greater detail as part of future Board items. The attached diagram provides a high-level description of the issue areas associated with each of the policy decisions. The intent of displaying these key decision points is to show that in the coming year the Board will deliberate on these issues and work with the Cities to develop detailed project management plans to clearly delineate roles and responsibilities, as required for FTA to approve a request to advance either project into engineering.

Once the projects advance into engineering, the projects' scope and estimated cost are intended to have been fully vetted through the Board. At this point, FTA's expectation is to gain a firm commitment from the sponsoring agency for these projects. This includes Board support of the policy to fully advance the projects, an identified funding source for required matching funds, as well as other necessary resources. The Board, however, will still have the authority to refine the projects or cease development all together, understanding the expectations of FTA as a partner.

Upon the conclusion of engineering, the projects could advance into construction, and if New Starts is pursued, a full funding grant agreement (FFGA) would commit federal funds to the projects.

Once OCTA and FTA enter into an FFGA, FTA's share of the project cost is established permanently. At this point, FTA would anticipate no further significant modifications to project scope. OCTA and the Cities would bear any additional costs incurred in excess of the budget contained in the FFGA. If the project sponsor(s) subsequently decided to cancel the project(s) for any reason, FTA would consider this to be a breach of the FFGA, and FTA would likely require that the project sponsor(s) pay back all of the federal funds that had been provided to OCTA prior to the cancellation of the project(s). In

addition, FTA would not look favorably upon any future New Starts projects proposed by the project sponsors.

Next Steps

The City of Anaheim will be returning to the Board for concurrence on its LPA for the Anaheim Rapid Connection Project in June/July 2013. The cities of Santa Ana and Garden Grove will be seeking Board concurrence on its LPA and environmental documentation for the Santa Ana/Garden Grove Fixed-Guideway Project in the same timeframe. Once the projects receive concurrence to advance into the next stages of development, staff will pursue direction from the Board on the policy issues that will guide the future phases of project delivery consistent with the decision points identified in the decision diagram.

Summary

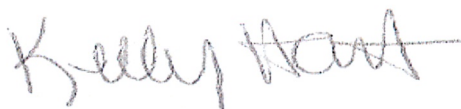
A diagram outlining the incremental decision process required to advance the Program for future phases of development is provided for Board review and discussion.

Attachments

- A. Go Local Fixed-Guideway Program: Decision Flow Diagram
- B. Go Local Fixed-Guideway Program Funding Awards

Prepared by:

Approved by:

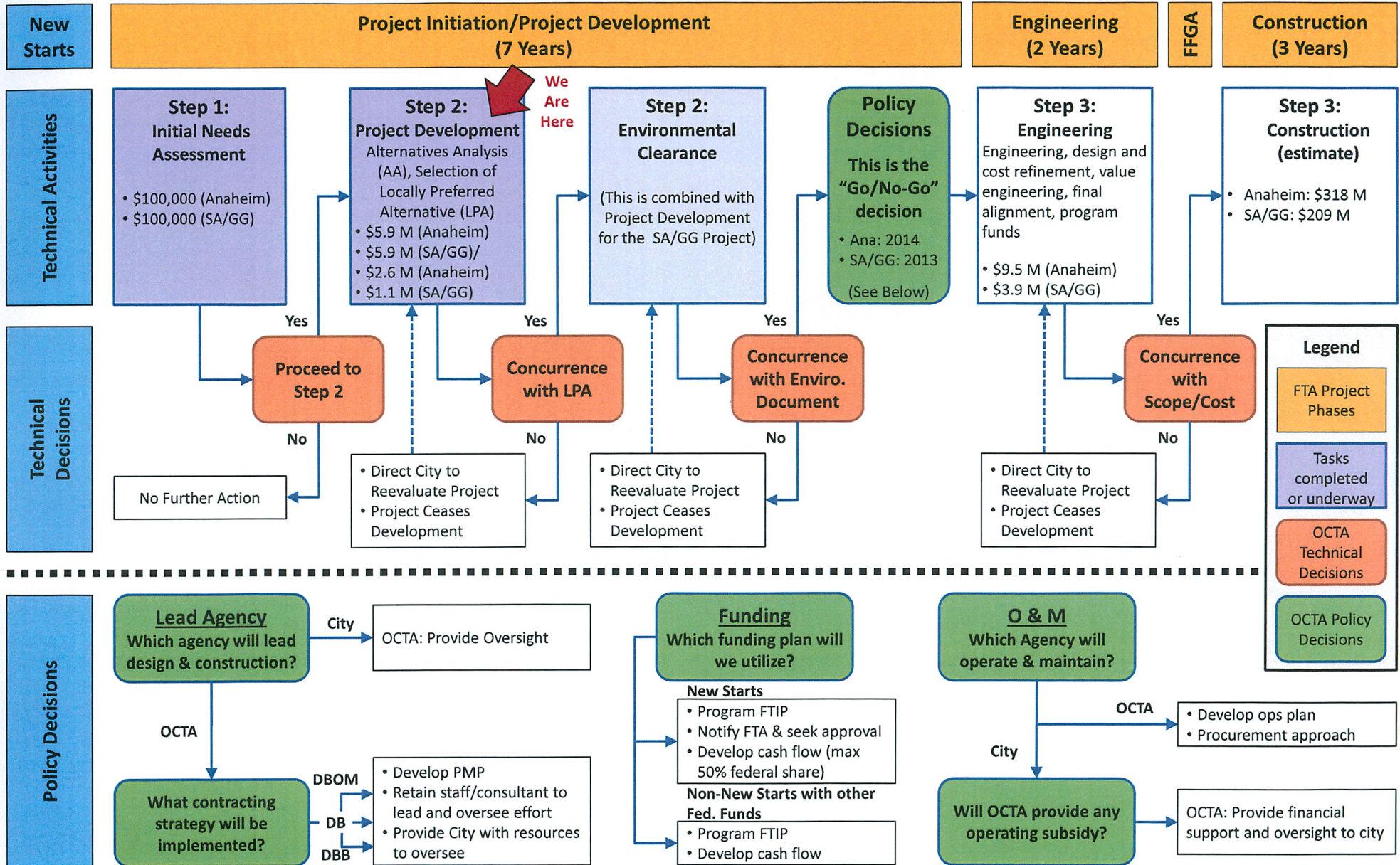


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Go Local Fixed-Guideway Program: Decision Flow Diagram

ATTACHMENT A



Go Local Fixed-Guideway Program Funding Awards

CITY OF SANTA ANA - FIXED-GUIDEWAY PROGRAM FUNDING AWARDS					
OCTA Board Approval Date	Source	OCTA Funding Amount	City Funding Match	Total Budget	Purpose
6/26/2006	Measure M1	\$ 100,000		\$ 100,000	Step 1: Perform a study to identify ways to better connect key destinations/population centers to Metrolink.
9/22/2008	Measure M1	\$ 5,900,000	\$ 100,000	\$ 6,000,000	Step 2: Perform alternatives analysis (AA) and environmental clearance.
11/22/2010	Federal (5307)	\$ 529,360			Pre-Preliminary Analysis: project development activities necessary to satisfy Federal Transit Administration (FTA) requirements prior to formally entering into FTA's preliminary engineering (PE) phase. Examples include, but are not limited to, fleet management plans, detailed FTA ridership analysis, and modeling and a project management plan.
	Measure M2 - Project S	\$ 66,170	\$ 66,170	\$ 661,700	
11/22/2010	Federal (5307)	\$ 3,904,000			PE: Completion to 30 percent of design specifications and drawings (complete alignment drawings, station location drawings, systems drawings, including location of traction power substations, major utility relocation mitigation plan and real estate parcel definition, operations and maintenance facility).
	Measure M2 - Project S	\$ 488,000	\$ 488,000	\$ 4,880,000	
5/14/2012 - Adjusted Step 2 funding	Measure M1/M2	\$ 6,388,000	\$ 100,000	\$ 6,488,000	The City of Santa Ana requested to reprogram the Measure M2 - Project S award from the PE phase of the project into the Step 2 AA and environmental clearance phase in order to address a funding shortfall for Step 2. The City of Santa Ana further agreed to backfill the same amount to the PE phase once the phase is underway. This action modified the 9/22/2008 and 11/22/2010 funding actions noted above.
5/14/2012 - Adjusted PE funding	Federal (5307)	\$ 3,904,000	\$ 976,000	\$ 4,880,000	
	Measure M2 - Project S	\$ -			
TOTAL*		\$ 10,987,530	\$ 1,142,170	\$ 12,129,700	

* TOTAL excludes funding action from 9/22/08 and 11/22/10 as these awards were subsequently reduced as part of the Board action on 5/14/2012

CITY OF ANAHEIM - FIXED-GUIDEWAY PROGRAM FUNDING AWARDS					
OCTA Board Approval Date	Source	OCTA Funding Amount	City Funding Match	Total Budget	Purpose
6/26/2006	Measure M1	\$ 100,000		\$ 100,000	Step 1: Perform a study to identify ways to better connect key destinations/population centers to Metrolink.
9/22/2008	Measure M1	\$ 5,900,000	\$ 100,000	\$ 6,000,000	Step 2: Perform AA and environmental clearance.
11/22/2010	Federal (5307)	\$ 1,072,000			Pre-Preliminary Analysis: project development activities necessary to satisfy FTA requirements prior to formally entering into FTA's PE phase. Examples include, but are not limited to, fleet management plans, detailed FTA ridership analysis and modeling, and a project management plan.
	Measure M2 - Project S	\$ 134,000	\$ 134,000	\$ 1,340,000	
11/22/2010	Federal (5307)	\$ 13,756,000			PrE: Completion to 30 percent of design specifications and drawings (complete alignment drawings, station location drawings, systems drawings, including location of traction power substations, major utility relocation mitigation plan and real estate parcel definition, operations and maintenance facility).
	Measure M2 - Project S	\$ 1,719,500	\$ 1,719,500	\$ 17,195,000	
1/28/2013	Federal (5307)	\$ 2,272,000			The City of Anaheim requested an overall funding plan adjustment (for both pre-PE and PE) comensurate with the Anaheim City Council selection of the locally preferred alternative. This resulted in funds being returned to OCTA as the technical difficulty of PE activities for an at-grade fixed-guideway (which is the City of Anaheim's selected alternative) are less than that for an elevated monorail. This action modified the 11/22/2010 funding action above.
	Measure M2 - Project S	\$ 284,000	\$ 284,000		
	Federal (5307)	\$ 8,409,600			
	Measure M2 - Project S	\$ 1,051,200	\$ 1,051,200	\$ 13,352,000	
	TOTAL*	\$ 18,016,800	\$ 1,435,200	\$ 19,452,000	

* TOTAL excludes funding action 11/22/10 as this was subsequently reduced as part of the Board action on 1/28/13



BOARD COMMITTEE TRANSMITTAL

April 22, 2013

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Path Forward for the Interstate 405 Improvement Project
Between State Route 55 and Interstate 605

Regional Planning and Highways Committee Meeting of April 15, 2013

Present: Directors Bates, Donchak, Harper, Lalloway, Miller, Murray,
Nelson, and Spitzer
Absent: None

Committee Vote

This item was passed by the Members present.

Director Spitzer was not present to vote on this item.


Committee Recommendations

- A. Direct staff to proceed in accordance with an approach that advances project development of the Measure M2 Project K, which adds one general purpose lane in each direction on Interstate 405 between Euclid Street and Interstate 605.
- B. Direct staff to concurrently screen a new concept for improvements to Interstate 405, which adds two general purpose lanes in each direction and also explores converting the existing high-occupancy vehicle lane to a single high-occupancy toll lane. The screening will consider traffic and revenue implications, identify additional right-of-way needed for this concept, and is estimated to cost \$140,000.
- C. Direct staff to concurrently screen a new concept for improvements to Interstate 405, which truncates the second northbound general purpose lane of Alternative 2 at Valley View Street. The screening is estimated to cost \$15,000.
- D. Direct staff to return to the Board of Directors in September 2013 for further discussion of existing alternatives and to present findings from the analysis of the new concepts.



April 15, 2013

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Path Forward for the Interstate 405 Improvement Project Between State Route 55 and Interstate 605

Overview

Project development and environmental documentation is under way for improvements to the Interstate 405 between State Route 55 and Interstate 605. On October 22, 2012, the Board of Directors selected Alternative 1, the Measure M2 Project K project, which adds one general purpose lane in each direction, as the locally preferred alternative. This report outlines a path forward to advance delivery of the Measure M2 project, but also provides opportunities for the Board of Directors to weigh in on alternatives and explore new concepts.

Recommendations

- A. Direct staff to proceed in accordance with an approach that advances project development of the Measure M2 Project K, which adds one general purpose lane in each direction on Interstate 405 between Euclid Street and Interstate 605.
- B. Direct staff to concurrently screen a new concept for improvements to Interstate 405, which adds two general purpose lanes in each direction and also explores converting the existing high-occupancy vehicle lane to a single high-occupancy toll lane. The screening will consider traffic and revenue implications, identify additional right-of-way needed for this concept, and is estimated to cost \$140,000.
- C. Direct staff to concurrently screen a new concept for improvements to Interstate 405, which truncates the second northbound general purpose lane of Alternative 2 at Valley View Street. The screening is estimated to cost \$15,000.

- D. Direct staff to return to the Board of Directors in September 2013 for further discussion of existing alternatives and to present findings from the analysis of the new concepts.

Background

In fall 2003, the Orange County Transportation Authority (OCTA) launched the Interstate 405 (I-405) Major Investment Study (MIS). On October 14, 2005, following an extensive public outreach effort and a comprehensive technical review, the OCTA Board of Directors (Board) adopted MIS Alternative 4 as the locally preferred strategy to move forward in the project development process. Alternative 4 adds one general purpose (GP) lane in each direction from an area near Brookhurst Street to Interstate 605 (I-605), generally staying within existing state right-of-way (ROW). This was the basis for improvements known as Project K, which was included in the Measure M2 (M2) Transportation Investment Plan, approved by voters on November 7, 2006.

Environmental Phase of Project Development

The environmental phase of project development for the I-405 Improvement Project (Project) began in early 2009 and included two build alternatives: Alternative 1, which adds one GP lane in each direction as approved by the voters, and Alternative 2, which adds two GP lanes in each direction. On January 26, 2009, the Board approved the addition of Alternative 3 to both maximize corridor mobility as well as help fund the overall project during difficult economic times when M2 sales tax forecasts were dropping. Alternative 3 studies the potential for managed lanes/tolled express lanes, similar to the 91 Express Lanes in northeast Orange County, while also delivering one GP lane, M2 Project K, as the basic commitment to the voters. A key milestone was the release of the Project draft environmental impact report/environmental impact statement (DEIR/EIS) on May 18, 2012. The DEIR/EIS includes one no-build and three build alternatives:

- No-Build Alternative

The No-Build Alternative keeps the I-405 in a status quo condition. This alternative includes no additional lanes or interchange improvements.

- Alternative 1: Add one GP lane in each direction

Alternative 1 adds a single GP lane in each direction on the I-405 from Euclid Street to the I-605 interchange. This is the M2 Project K.

- Alternative 2: Add two GP lanes in each direction

Alternative 2 adds one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus adds a second GP lane in the northbound direction from Brookhurst Street to the State Route 22 (SR-22)/ 7th Street interchange, and a second GP lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.

- Alternative 3: Add one GP lane and one tolled express lane in each direction

Alternative 3 adds one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternatives 1 and 2), plus adds a tolled express lane in each direction on I-405 from State Route 73 (SR-73) to SR-22 east. The tolled express lanes would be combined with existing high-occupancy vehicle (HOV) lanes to provide dual express lanes in both the northbound and southbound directions on I-405 between SR-73 and I-605.

Locally Preferred Alternative Selection

On October 22, 2012, the Board selected Alternative 1, the single GP lane, as the locally preferred alternative (LPA). Alternative 1 delivers the M2 Project K scope approved by voters, and also eliminates the need to reconstruct the Fairview Road bridge in the City of Costa Mesa. The approved recommendation also included a design variation to remove braided on- and off-ramp structures between Magnolia Street and Warner Avenue, which eliminates the need for up to four full commercial property acquisitions and business relocations in the City of Fountain Valley. Parking impacts in the City of Westminster have also been greatly reduced through design modifications. Alternative 1 does not necessitate the relocation of the soundwall that exists along Almond Avenue in the City of Seal Beach.

On January 31, 2013, the City of Long Beach sent a letter to the California Department of Transportation (Caltrans) requesting that the DEIR/EIS be recirculated due to additional traffic study information in the south Los Angeles County/Long Beach area, which was completed since the DEIR/EIS was circulated in May 2012. Caltrans has granted the request for recirculation of the traffic study portions of the DEIR/EIS, and this process will take approximately six months to complete. The required 45-day recirculation period is expected to begin in June 2013 and will include a public hearing in the City of Long Beach. When the recirculation period is complete and public comments have been received and reviewed, the project development team,

consisting of Caltrans and OCTA staff, will formalize the recommended Project preferred alternative for final approval by the Caltrans District 12 Director.

Project Costs

The cost estimates for Alternative 1, adding a single GP lane in each direction, are \$1.3 billion; Alternative 2, adding dual GP lanes in each direction, \$1.4 billion; and, Alternative 3 adding a single GP lane and a single express lane in each direction, \$1.7 billion. These estimates have been updated based on the latest preliminary engineering in the draft project report, dated May 2012, represent year-of-expenditure dollars, and assume a design-build delivery method of construction beginning in 2015.

When implementation of the design variation to eliminate the braided ramps in the City of Fountain Valley is included, the cost estimate of the alternatives is reduced by approximately \$50 million. In addition, should the express lanes in Alternative 3 be truncated at Euclid Street/Ellis Street, rather than connecting the SR-73, thus eliminating the need to replace the Fairview Street overcrossing, the cost estimate for Alternative 3 is further reduced by \$180 million. These design variation modifications to the alternatives give revised cost estimates of \$1.25 billion for Alternative 1, \$1.35 billion for Alternative 2, and \$1.47 billion for Alternative 3. The preliminary cost estimates are based on the scope contained in the draft project report which represents approximately 20 percent of complete design.

External Influences

On July 6, 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Act that reauthorized the federal aid highway program was signed into law. As part of MAP-21, a state that allows low emission and energy-efficient vehicles to use an HOV facility, or the HOV facility is used for High-Occupancy Toll (HOT), or both, must annually certify that operational performance monitoring programs and enforcement programs are in place to ensure that the performance of the subject facility is not degraded and is operated in accordance with the restrictions and requirements of 23 U.S.C. 166. As part of the certification, the state must document that the performance of the facility is not currently degraded and must further document the actions that will be taken to guarantee that operational performance will not become degraded in the future. If the operation of an HOV facility open to HOT or low emission and energy-efficient vehicles becomes degraded, states must take necessary actions, such as limiting or discontinuing the use of HOV facilities by the subject vehicles or increasing the price paid by non-exempt vehicles for access to HOV lanes. States are required to study and implement solutions to ensure that HOV lanes, which were funded mostly with federal dollars, operate at or above minimum federal standards for speed during peak hour periods.

Senate Bill 535 (Chapter 215, Statutes of 2010), allows inherently low emission, electric, and plug-in hybrid vehicles, which are appropriately registered with the California Department of Motor Vehicles, to drive single occupancy in HOV lanes throughout the state until January 1, 2015. Therefore, the existing HOV lanes are subject to the federal degradation correction requirements.

On April 8, 2013, Caltrans presented the degradation status of the Orange County HOV system, including I-405, to the Board for discussion. Per federal requirements, Caltrans will prepare a strategy to address statewide HOV lane degradation within 180 days of the finalization of the degradation report. The MAP-21 requirements may drive a change in the HOV occupancy requirement, from HOV2+ to HOV3+, on deficient corridors such as I-405 should other solutions to HOV degradation not be derived.

New Concepts

In addition to the three build alternatives previously described, there have been suggestions by members of the Board and Caltrans to consider new concepts. These concepts all include the existing M2 Project K which adds one GP lane in each direction as approved by the voters.

Concept A: The first concept is considered a new Project alternative for the DEIR/EIS. It is assumed this alternative would be constructed within the existing footprint of one of the existing Project alternatives that have been studied. It includes adding another GP lane in each direction (two new GP lanes, similar to Project Alternative 2) and also converting the existing HOV lane to a single HOT lane. It assumes that the occupancy rate of the HOV lane would be changed to a minimum requirement of three or more persons per carpool. This concept may address the degraded HOV condition and the tolls may provide supplemental funding for the Project. A Traffic and Revenue (T&R) Study that analyzes one HOT lane in each direction would take approximately three months and cost approximately \$140,000. On completion of this T&R Study, the Board could determine if this concept is viable and whether it should move forward in the DEIR/EIS.

Concept B: The second concept being forwarded by Project corridor cities is a design variation of the existing Project Alternative 2. The concept is to build Alternative 2 and truncate the second northbound GP lane at Valley View Street. The intent of this concept is to avoid impacts to the soundwall, which borders the I-405 along Almond Avenue. The second GP lane is beyond the scope of the M2 project and is unfunded. Preliminary analyses, which includes participation by Caltrans, has determined this concept unfeasible due to the traffic impacts at the confluence of SR-22 and I-405, an extremely high volume traffic area, which would result in significant bottlenecks

on the mainline freeway as well as traffic impacts to surface streets within the cities of Garden Grove, Seal Beach, and Westminster. However, a more in-depth traffic analysis of this option could be completed at a cost of approximately \$15,000, and would take up to three months to complete.

Another concept that surfaced in discussions with Caltrans proposes to add the M2 Project K single GP lane plus one HOV2+ lane in each direction. The HOV2+ lane would be combined with the existing HOV2+ lane to form a dual HOV2+ facility. This concept was studied as Alternative 8 in the I-405 MIS, but was not chosen as the locally preferred strategy. This concept would deliver on the promise of M2 Project K, as well as address the degraded HOV condition on this stretch of I-405. However, there is no identified funding to construct a dual HOV lane concept. Caltrans has not determined the method to address HOV degradation on the entire I-405 corridor and, therefore, it is not recommended it be further studied.

Path Forward

The proposed path forward keeps the voter-approved M2 Project K project development on schedule and provides an opportunity for the Board to explore new concepts and/or weigh in on the existing alternatives. Depending on the outcome of the concept screening, the overall Project schedule would either remain on schedule or be delayed by approximately one year. Under either of these paths, the Board has an opportunity to consider the addition of lanes beyond the M2 Project K.

The schedule included as Attachment A outlines the three paths being considered. These include proceeding with Alternative 1, the LPA, Alternative 2 with modest design variations, or inclusion of a new alternative in the DEIR/EIS.

Should the Board proceed with Alternative 1 or 2, with a modest design variation, the schedule is minimally impacted while staff returns to the Board with findings/recommendations/consideration of new concepts. Time is made up by advancing some of the design and ROW concurrent with the analysis of new concepts. The existing Project schedule is generally maintained, the M2 Project K is delivered by 2020, and inflationary risk is minimized.

Should the Board select a new alternative to the DEIR/EIS within the existing footprint of the three build alternatives previously studied, it would require new technical studies that would need to be incorporated into the DEIR/EIS which would need to be recirculated. A supplemental DEIR/EIS would need to be prepared and a new round of public hearings would need to be carried out with public input recorded and addressed. It is estimated that this additional environmental work could take up to 18 months to complete and cost

\$1.7 million. The projected Project schedule delay is approximately one year and adds inflationary costs of one year to the design-build phase of the Project. The overall Project delay is minimized by continuing with preliminary design and performing the first stage of releasing the design-build request for proposals (RFP), releasing the request for qualifications (RFQ), with options as to which alternative is to be constructed.

Recommendations and Next Steps

It is recommended the Board proceed with development of the M2 Project K (Alternative 1) and if desired, on a parallel path, explore new concepts. This approach includes commencement of preliminary design and ROW activities, which offers the best opportunity to deliver the M2 Project generally on the current schedule and mitigate the potential for inflationary risk and cost increases. It also provides the Board an opportunity to consider one or both of the new concepts described.

Should the Board select any of the three alternatives currently being developed or a design variation of one of the three, the design-build RFQ is scheduled to be released in early 2014, with the RFP scheduled to be released in late 2014. Construction is expected to begin in mid-2015 and, depending on the alternative, would take between four and four and a half years, from mid-2015 to late 2019, delivering the M2 project by 2020, and minimize inflationary risk. An RFP for construction management services is scheduled to be issued later in 2013 to provide construction management services during the RFP and design-build phases.

Should the Board decide to add an alternative to the DEIR/EIS (within the existing project footprint), the design-build RFQ is scheduled to be released in early 2015, with the RFP scheduled to be released in late 2015. Construction of this alternative is expected to take approximately four and a half years, from late 2015 to mid-2020. This schedule delay would likely result in inflationary pressures to the cost of the Project. Staff will return to the Board in September 2013 with the findings of the additional analysis and an updated cost estimate.

Fiscal Impact

Funding for the additional work was included in the OCTA's Fiscal Year 2012-13 Budget, Account 0017-7519-FK101-N1C. Upon Board approval, the necessary funds will be transferred from Capital Programs Division, Account 0017-7519-FK101-TZF, for the additional requirements. These M2 funds will then be reimbursed by Orange County Unified Transportation Trust funds.

Summary

On October 22, 2012, the Board of Directors selected Alternative 1 as the locally preferred alternative for the Interstate 405 Improvement Project. Staff is recommending a path forward to advance delivery of the Measure M2 Project K, while at the same time providing opportunities for the Board of Directors to concurrently consider other alternatives and/or introduce new concepts into the process.

Attachment

- A. Paths Forward Schedule

Prepared by:



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Approved by:



Jim Beil, P.E.
Executive Director, Capital Programs
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Paths Forward Schedule

Activity/Milestone	Alternative 1 (LPA)	Alternative 2 (with truncation variation)	New Alternative (within footprint)
Recirculate the supplemental DEIR/EIS (City of Long Beach)	June - July 2013	June - July 2013	June - July 2013
Begin preliminary design and ROW tasks common to Alternatives 1, 2, 3	July 2013	July 2013	July 2013
Screen new concepts	May - August 2013	May - August 2013	May - August 2013
Board consideration of concepts and alternatives	September 2013	September 2013	September 2013
Supplemental DEIR/EIS and recirculation	N/A	N/A	October 2013 - April 2015
Caltrans selection of preferred alternative	October 2013	October 2013	April 2015
Issue design-build RFP	Fall 2014	Fall 2014	Fall 2015
Design-construct the Project	Mid 2015 - Early 2020	Mid 2015 - Early 2020	Mid 2016 - Early 2021



BOARD COMMITTEE TRANSMITTAL

May 13, 2013

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *WK*
Subject: Capital Programs Division – Third Quarter Fiscal Year 2012-13
Capital Action Plan Performance Metrics

Executive Committee meeting of May 6, 2013

Present: Chairman Winterbottom, Vice Chairman Nelson, and
Directors Eastman, Hennessey, Murray, and Spitzer
Absent: Directors Bates and Nguyen

Committee Vote


No action was taken on this item.

Staff Recommendation

Receive and file as an information item.



May 6, 2013

To: Executive Committee 
From: Darrell Johnson, Chief Executive Officer
Subject: Capital Programs Division - Third Quarter Fiscal Year 2012-13
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 phase to construction completion. Project delivery commitments reflect defined project scope, costs, and schedules. Project delivery commitments shown in the Capital Action Plan are key strategies and objectives to achieve Strategic Plan goals for mobility and stewardship.

This report focuses on the Capital Action Plan delivery and performance metrics. The Capital Programs Division also provides separate quarterly Metrolink commuter rail system ridership, revenue, and on-time performance reports and metrics reported to the OCTA Transit Committee.

Discussion

The Capital Programs Division objective is to deliver projects on schedule and within the approved project budget. Key projects' cost and schedule commitments are captured in the Capital Action Plan which is regularly updated with new projects and project status (Attachment A). The Capital Action Plan is categorized into four key groupings of projects; freeway projects, grade separation projects, rail and station projects, and key facility projects. Simple milestones represent the plan, progress, and performance in capital project delivery. Performance metrics for each milestone are used to both provide project delivery transparency and measure annual capital project delivery performance against the fiscal year (FY) plan.

Capital Action Plan actual and forecast project costs represent the total cost of the project across all phases, including support, right-of-way, and construction capital costs as the project progresses. The approved budget or planned cost is shown in comparison to the actual or forecast cost. Budget or planned total project costs may be shown as to-be-determined (TBD) if project scoping or other approval documents have not been approved and may be updated as key project milestones, which generate new cost estimates, are achieved. Measure M2 (M2) projects are identified with the corresponding project letter and the M2 logo. The Capital Action Plan update is also included in the M2 quarterly report.

The Capital Action Plan summarizes the very complex critical path capital project delivery schedules into eight key delivery 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 right-of-way, 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.

Project schedules reflect the planned FY milestone date shown in comparison to the actual or forecast milestone date. Milestone dates may be shown as TBD if project scoping or project approval documents have not finalized, or if the delivery schedule has not been negotiated with the responsible party performing the work for the specific phase of project delivery. Planned milestone dates may sometimes be revised to reflect new dates from approved baseline schedule changes. Actual dates will be updated when milestones are achieved, and forecast dates are updated to reflect current project delivery status.

Key Findings

Third quarter FY 2012-13 milestones achieved in the Capital Action Plan include:

Freeway Projects

- Construction was completed on the State Route 91 (SR-91) widening project between State Route 55 (SR-55) and State Route 241 (SR-241).
- Final design was completed on the SR-91 landscape replacement project from SR-55 to SR-241. This is a follow-up project to the recently completed widening project within the same project limits.
- Final design was completed on the SR-91 westbound widening project from SR-55 to Tustin Avenue.
- The construction contract for the SR-91 westbound widening project from State Route 57 (SR-57) to Interstate 5 (I-5) was awarded.
- Final design was completed on the I-5 widening project to add carpool lanes from Pacific Coast Highway to San Juan Creek Road.

Grade Separation Projects

- Final design was completed on the State College Boulevard railroad grade separation project, led by the City of Fullerton.
- Final design was completed on the Lakeview Avenue railroad grade separation project.
- The construction contract for the Orangethorpe Avenue railroad grade separation project was awarded.
- The construction contract for the Tustin Avenue/Rose Drive railroad grade separation project was awarded.

Rail, Station, and Facility Projects

- The construction contract for the Laguna Niguel/Mission Viejo Metrolink Station surface parking expansion project was awarded.

The following project milestones missed the planned delivery through the third quarter of FY 2012-13.

Freeway Projects

- The complete design milestone for the I-5 widening project to add carpool lanes from Avenida Vista Hermosa to Pacific Coast highway was delayed due to design changes required for the installation of reflective sound attenuation panels on certain soundwalls. Special California Department of Transportation (Caltrans) design approvals were required, and design is expected to be complete in May 2013.
- The complete environmental and complete design milestones for the carpool lane continuous access striping project on I-5 from Oso Creek to SR-55, and on I-5 from SR-57 to SR-91 continue to be delayed due to additional studies and scope being required by Caltrans. The environmental approval will not be achieved until January 2014 because of these scoping issues. Final design work will resume when the project scope is finalized with Caltrans and is now targeted to be completed in July 2014. The FY 2013-14 Capital Action Plan will reflect the re-baselined schedule.
- The complete environmental and complete design milestones for the carpool lane continuous access striping project on Interstate 405 from I-5 to State Route 73 are delayed due to additional studies, scope changes, and

changes in design standards required by Caltrans. The environmental approval will not be achieved until July 2013 due to these changes. Final design work is continuing concurrently with the environmental phase and is now targeted to be completed in October 2013. The FY 2013-14 Capital Action Plan will reflect the re-baselined schedule.

Grade Separation Projects

- The construction ready milestone for the State College Boulevard grade separation project was not achieved due to delays to the right-of-way certification. Right-of-way certification is targeted to be completed in April 2013.
- The advertise for construction milestone for the Lakeview Avenue railroad grade separation project was not achieved due to the previously reported delays in completion of final design and right-of-way certification. The California Transportation Commission (CTC) delayed the project construction funding allocation until May 2013. The construction contract advertisement is scheduled to immediately follow the CTC funding allocation and the Federal Highways Administration approval of the federal funding obligation.
- The construction ready milestone for the Raymond Avenue railroad grade separation project was not achieved due to delays to the right-of-way certification. Right-of-way certification is targeted to be completed in June 2013.

Rail, Station, and Facility Projects

- The San Clemente beach trail railroad crossing safety enhancement project construction contract award was not achieved. However, the cooperative agreement for Metrolink to perform the construction was approved by the Metrolink Board of Directors in April 2013, and construction will begin by the end of May 2013.
- The forecast complete environmental milestone for the San Juan Capistrano Passing Siding project was not achieved. The City of San Juan Capistrano has requested design modifications to address project impacts to Camino Capistrano that must be reviewed and concurred with Metrolink. The new target to complete the environmental is June 2013.
- The forecast complete environmental milestone for the Santa Ana/ Garden Grove Fixed Guideway project was not achieved. The City of Santa Ana is finalizing the environmental document, and the cities' target

schedule for the selection of the locally preferred alternative (LPA) and environmental approval is now November 2013. The OCTA Board of Directors concurrence with the LPA is required for the project to proceed to final design.

The new milestone forecasts for these projects are included in the Capital Action Plan and progress is reflected on the FY 2012-13 performance metrics.

Summary

Significant capital project delivery progress continues to be made and reflected in the Capital Action Plan. The Capital Action Plan and the FY 2012-13 performance metric chart have been updated to reflect accomplishments (Attachment B). Twenty-three of the planned 34 milestones through the third quarter of FY 2012-13 have been completed; and one fourth quarter FY 2012-13 milestone was completed early. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments. The updated Capital Action Plan and related FY metrics will be posted on OCTA's website in May 2013.

Attachments

- A. Capital Action Plan, Status Through March 2013
- B. Capital Programs Division, Fiscal Year 2012-13 Performance Metrics

Prepared by:












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Capital Action Plan

Status Through March 2013

Updated: April 22, 2013

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Freeway Projects:									
 I-5, Pico to Vista Hermosa Project C	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Jan-15	Feb-18
	\$113.0	Jun-09	Oct-11	Jun-11	Oct-13	Feb-14	May-14	Aug-14	Aug-17
 I-5, Vista Hermosa to Pacific Coast Highway Project C	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Jan-16
	\$75.6	Jun-09	Oct-11	Jun-11	May-13	Sep-13	Feb-14	May-14	May-16
 I-5, Pacific Coast Highway to San Juan Creek Road Project C	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Nov-15
	\$70.2	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Oct-13	Nov-15
 I-5, I-5/Ortega Interchange Project D	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
	\$81.0	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Sep-15
 I-5, I-5/Ortega Interchange (Landscape) Project D	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jul-14	Dec-14	Apr-15	May-15	Jul-15	Aug-16
I-5, Avenida Vaquero Soundwall	\$3.0	N/A	N/A	Feb-08	Jan-09	Mar-09	Aug-10	Nov-10	Oct-11
	\$2.2	N/A	N/A	Feb-08	Mar-09	Apr-09	Aug-10	Nov-10	Aug-11
I-5, El Camino Real Soundwall	\$5.3	N/A	N/A	Jan-08	Jan-09	Mar-09	Aug-10	Dec-10	Feb-12
	\$4.5	N/A	N/A	Jan-08	Jan-09	Apr-09	Aug-10	Dec-10	Apr-12
 I-5, SR-73 to El Toro Road Project C & D	TBD	Sep-11	Jun-14	TBD	TBD	TBD	TBD	TBD	TBD
	\$534.6	Oct-11	Mar-14	Nov-14	Jan-18	Jul-18	Aug-18	Nov-18	Nov-22
 I-5, I-5/El Toro Road Interchange Project D	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Feb-14	Jan-17	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to SR-55 Project B	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Sep-13	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, SR-55 to SR-57 Project A	TBD	Jul-11	Jun-13	TBD	TBD	TBD	TBD	TBD	TBD
	\$46.3	Jun-11	Feb-14	Mar-14	Nov-15	Feb-16	Apr-16	Jul-16	Aug-18
I-5, SR-91 to Los Angeles (LA) County Line	\$335.8	N/A	Dec-99	Sep-99	Jun-04	Dec-04	Jan-05	Apr-05	Mar-11
	\$328.0	N/A	Dec-99	Sep-99	Jul-05	Aug-05	Sep-05	Apr-06	Jan-11
I-5, SR-91 to LA County Line (Landscape)	N/A	N/A	N/A	Jan-08	Jul-10	Sep-10	Nov-10	Feb-11	Apr-12
	N/A	N/A	N/A	Jan-08	Jul-10	Sep-10	Nov-10	Feb-11	Apr-12
I-5, Continuous High-Occupance Vehicle (HOV) Lane Access	TBD	Jul-11	Mar-12	Feb-12	Jan-13	Apr-13	May-13	Aug-13	Dec-13
	\$7.7	Aug-11	Jan-14	Mar-12	Jul-14	Oct-14	Dec-14	Feb-15	Jun-15
SR- 22, Additional Soundwalls	\$4.0	N/A	N/A	Mar-08	Jan-09	Mar-09	Apr-09	Jun-09	Mar-11
	\$2.9	N/A	N/A	Mar-08	Jun-09	Nov-09	Dec-09	Apr-10	Mar-11

Capital Action Plan

Status Through March 2013

Updated: April 22, 2013

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
SR-55, Continuous HOV Lane Access	\$1.5	May-10	Aug-10	May-10	Oct-10	Dec-10	Dec-10	Feb-11	Jun-11
	\$0.9	May-10	Oct-10	May-10	Oct-10	Dec-10	Dec-10	Feb-11	May-11
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD	TBD	TBD	TBD	TBD
Project F	\$274.6	May-11	Mar-14	Mar-14	Feb-17	Aug-17	Sep-17	Dec-17	Dec-20
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Jun-14	Dec-16	TBD	TBD	TBD	TBD	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-15	Aug-17	TBD	TBD	TBD	TBD	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$37.8	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Sep-14
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	May-09	Jul-10	Oct-14	Dec-14	Jan-15	Feb-16
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Mar-14
Project G	\$57.5	Aug-05	Dec-07	Feb-08	Jul-09	Dec-09	May-10	Oct-10	Jan-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Jul-14
Project G	\$56.5	Aug-05	Dec-07	Feb-08	Jul-09	Mar-10	May-10	Oct-10	Dec-13
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Sep-09	Jun-13	Mar-14	May-14	Jul-14	Jul-15
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jun-16	May-19	TBD	TBD	TBD	TBD	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Oct-09	Feb-12	Jul-12	Aug-12	Nov-12	Apr-16
Project H	\$68.3	Jul-07	Jun-10	Mar-10	Apr-12	Aug-12	Oct-12	Jan-13	Apr-16
SR-91, SR-57 to SR-55	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project I	TBD	Feb-14	Sep-16	TBD	TBD	TBD	TBD	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Jul-11	Mar-13	Jul-13	Aug-13	Oct-13	May-15
Project I	\$48.7	Jul-08	May-11	Jun-11	Feb-13	May-13	Jul-13	Oct-13	Apr-15
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jun-09	Jan-11	Apr-11	Jun-11	Sep-11	Dec-12
Project J	\$81.4	Jul-07	Apr-09	Apr-09	Aug-10	Dec-10	Feb-11	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	May-12	Feb-13	Apr-13	Jun-13	Aug-13	Aug-14

Capital Action Plan

Status Through March 2013









Updated: April 22, 2013

Capital Projects	Cost Budget/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Jul-07	Dec-08	Mar-09	May-09	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Jul-07	Dec-08	May-09	Jun-09	Aug-09	Jan-11
I-405, Continuous HOV Lane Access	TBD	Jul-11	Apr-12	Mar-12	Jan-13	Apr-13	May-13	Aug-13	Nov-13
	\$4.2	Aug-11	Jul-13	Mar-12	Oct-13	Jan-14	Mar-14	May-14	Sep-14
I-405, I-5 to SR-55 (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project L	TBD	Sep-14	Apr-17	TBD	TBD	TBD	TBD	TBD	TBD
I-405 Southbound, SR-133 to Irvine Center Drive	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Auxiliary Lane	\$5.5	Jul-14	Jun-15	Jul-15	Jun-16	Sep-16	Dec-16	Feb-17	Aug-18
I-405 Southbound, University to Sand Canyon	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Auxiliary Lane	\$7.5	Jun-14	Jun-15	Jul-15	Jun-16	Sep-16	Dec-16	Feb-17	Aug-18
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD	TBD	TBD	TBD	TBD
Project K	\$1,298.9	Mar-09	Jul-14	Jun-13	Aug-14	Oct-14	Oct-14	Jun-15	Aug-19
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$120.8	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Feb-15
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$169.4	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Jan-15
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	Jun-08	May-09	Jun-15	Aug-15	Oct-15	Oct-16
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Feb-16	Jan-18	TBD	TBD	TBD	TBD	TBD	TBD
Grade Separation Projects:									
Sand Canyon Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$55.2	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Aug-14
Raymond Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Mar-16
Project O	\$78.2	Feb-09	Nov-09	Mar-10	Dec-12	Jun-13	Jun-13	Sep-13	Jul-16
State College Grade Separation	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	Mar-16
Project O	\$74.6	Dec-08	Apr-11	Jul-06	Feb-13	Apr-13	Jun-13	Sep-13	Aug-16
Placentia Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$67.3	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Nov-14
Kraemer Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$67.9	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Oct-14

Capital Action Plan

Status Through March 2013

Updated: April 22, 2013

Capital Projects	Cost Budget/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
 Orangethorpe Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$104.7	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Sep-16
 Tustin/Rose Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$86.1	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	May-16
 Lakeview Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Sep-15
Project O	\$95.5	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Jun-13	Oct-13	Mar-16
Rail and Station Projects:									
 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	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
 San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jun-13
Project R	\$6.0	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Dec-13
 Metrolink Service Expansion Program	\$134.0	May-07	Apr-08	Jul-07	Mar-09	Mar-09	Sep-08	Mar-09	Jun-12
	\$134.0	May-07	Apr-08	Jul-07	Mar-09	Mar-09	Sep-08	Mar-09	Sep-12
San Juan Capistrano Passing Siding	TBD	Aug-11	Jan-13	TBD	TBD	TBD	TBD	TBD	TBD
	\$26.9	Aug-11	Jun-13	Feb-14	Oct-14	Oct-14	Nov-14	Mar-15	Mar-17
 Anaheim Rapid Connection	TBD	Jan-09	Oct-14	TBD	TBD	TBD	TBD	TBD	TBD
Project S	TBD	Jan-09	Nov-14	TBD	TBD	TBD	TBD	TBD	TBD
 Santa Ana/Garden Grove Fixed-Guideway	TBD	Aug-09	Mar-12	TBD	TBD	TBD	TBD	TBD	TBD
Project S	\$252.0	Aug-09	Nov-13	Jun-14	Jun-16	Sep-16	Oct-16	Dec-16	Jan-19
Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Oct-08	Jan-11	Aug-12	Aug-12	Nov-12	Jan-15
	TBD	Jan-03	May-07	Oct-08	Feb-11	Oct-13	Nov-13	Jan-14	Mar-16
Orange Metrolink Station Parking Expansion	TBD	Dec-09	Dec-12	Nov-10	Apr-13	TBD	TBD	TBD	TBD
	TBD	Dec-09	Feb-14	Nov-10	Jun-14	Jun-14	Jun-14	Sep-14	Jan-16
Tustin Metrolink Station Parking Expansion	\$17.6	Apr-07	Nov-07	Apr-09	Mar-10	Mar-10	Apr-10	Aug-10	Sep-11
	\$15.4	Apr-07	Nov-07	Apr-09	May-10	May-10	Jun-10	Aug-10	Sep-11
Fullerton Transportation Center Parking Expansion	\$42.0	Jul-06	Mar-07	Sep-07	Aug-09	Aug-09	May-10	Aug-10	Apr-12
	\$31.4	Jul-06	Mar-07	Sep-07	Aug-09	Aug-09	May-10	Aug-10	Jun-12
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot	\$4.3	Sep-07	Dec-07	Apr-12	Aug-12	Aug-12	Oct-12	Jan-13	May-13
	\$4.3	Jul-07	Dec-07	Apr-12	Aug-12	Aug-12	Nov-12	Jan-13	Aug-13

Capital Action Plan

Status Through March 2013

Updated: April 22, 2013

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R and T	\$227.4	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Nov-14
LOSSAN Fiber Optic Communications	\$24.6	N/A	N/A	Oct-07	Mar-10	Mar-10	Apr-10	Dec-10	Aug-12
	\$24.6	N/A	N/A	Oct-07	Sep-10	Sep-10	Oct-10	Dec-10	Sep-12
Tustin Metrolink Station Video Surveillance System (VSS) (Design-Furnish-Install)	\$0.8	N/A	N/A	Mar-11	Jun-11	Jun-11	N/A	N/A	Oct-11
	\$0.5	N/A	N/A	Apr-11	Jun-11	Jun-11	N/A	N/A	Dec-11
Santa Ana Regional Transportation Center VSS (Design-Furnish-Install)	\$0.8	N/A	N/A	Jan-11	Feb-11	Feb-11	N/A	N/A	Sep-11
	\$0.7	N/A	N/A	Jan-11	Feb-11	Apr-11	N/A	N/A	Nov-11
Fullerton Transportation Center VSS (Design-Furnish-Install)	\$0.8	N/A	N/A	Apr-11	Aug-11	Aug-11	N/A	N/A	Jun-12
	\$0.8	N/A	N/A	Jun-11	Aug-11	Aug-11	N/A	N/A	Jun-12

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-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)

LOSSAN - Los Angeles - San Diego - San Luis Obispo

**Capital Programs Division
Fiscal Year 2012-13 Performance Metrics**

ATTACHMENT B

March 30, 2013

Begin Environmental

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
None currently planned in FY 2012-13									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Environmental

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
I-405, Continuous HOV Lane Access			X						
San Juan Capistrano Passing Siding					X				
Santa Ana/Garden Grove Fixed-Guideway					X				
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	0	0	1	0	2	0	1		4

Begin Design

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
San Juan Capistrano Passing Siding			X						
I-405, SR-55 to I-605 (Design-Build)							X		
Total Forecast/Actual	0	0	1	0	0	0	1		2

Complete Design

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot	X	✓							
Raymond Grade Separation	X			✓					
SR-91, SR-55 to SR-241 Landscape			X			✓			
State College Grade Separation			X			✓			
Lakeview Grade Separation			X			✓			
SR-57 (NB), Orangethorpe to Lambert Landscape			X						
I-5, Vista Hermosa to Pacific Coast Highway					X				
I-5, Pacific Coast Highway to San Juan Creek Road					X	✓			
I-405, Continuous HOV Lane Access					X				
SR-91 (WB), Tustin Interchange to SR-55						✓	X		
Total Forecast/Actual	2	1	4	1	3	5	1		10

Construction Ready

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot	X	✓							
SR-91 (WB), I-5 to SR-57	X	✓							
Lakeview Grade Separation			X						
Raymond Grade Separation					X				
State College Grade Separation					X				
I-5, Vista Hermosa to Pacific Coast Highway							X		
I-5, Pacific Coast Highway to San Juan Creek Road							X		
SR-91, SR-55 to SR-241 Landscape							X		
I-405, Continuous HOV Lane Access							X		
Placentia Metrolink Station and Parking Structure							X		
Total Forecast/Actual	2	2	1	0	2	0	5		10

Capital Programs Division Fiscal Year 2012-13 Performance Metrics

ATTACHMENT B

March 30, 2013

Advertise Construction

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Orangethorpe Grade Separation	X	✓							
Tustin/Rose Grade Separation	X			✓					
SR-91 (WB), I-5 to SR-57	X			✓					
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot			X	✓					
San Clemente Beach Trail Safety Enhancements			X	✓					
Lakeview Grade Separation					X				
Raymond Grade Separation							X		
State College Grade Separation							X		
SR-91, SR-55 to SR-241 Landscape							X		
I-405, Continuous HOV Lane Access							X		
Placentia Metrolink Station and Parking Structure							X		
Total Forecast/Actual	3	1	2	4	1	0	5		11

Award Contract

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Anaheim Regional Transportation Intermodal Center	X	✓							
I-5 Ortega Highway Interchange	X	✓							
SR-91 (WB), I-5 to SR-57			X			✓			
Orangethorpe Grade Separation			X			✓			
Tustin/Rose Grade Separation			X			✓			
San Clemente Beach Trail Safety Enhancements			X						
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot					X	✓			
Lakeview Grade Separation							X		
Total Forecast/Actual	2	2	4	0	1	4	1		8

Complete Construction

Project Description	FY 13 Qtr 1		FY 13 Qtr 2		FY 13 Qtr 3		FY 13 Qtr 4		FY 13 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Metrolink Service Expansion Program	X	✓							
SR-91, SR-55 to SR-241			X			✓			
LOSSAN Fiber Optic Communications		✓	X						
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot							X		
Total Forecast/Actual	1	2	2	0	0	1	1		4

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-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-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)
- LOSSAN - Los Angeles - San Diego - San Luis Obispo

- X = milestone forecast in quarter
- ✓ = milestone accomplished in quarter



May 24, 2013

To: Members of the Board of Directors
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M1 Progress Report for January 2013 Through March 2013 and Closeout Overview

Overview

Staff has prepared a Measure M1 progress report for the period of January 2013 through March 2013 for review by the Orange County Transportation Authority Board of Directors. Measure M1 closeout activities continue to proceed in a number of areas.

Recommendation

Receive and file as an information item.

Background

Local Transportation Ordinance No. 2 (Measure M1 [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 in which M1 was in effect, the Orange County Transportation Authority (OCTA) received approximately \$4 billion in sales tax revenue available for projects described in the M1 Plan. Through effective project management, strategic use of bonding, and acquisition of state and federal funds, OCTA successfully fulfilled its promise to voters. OCTA managed to complete an additional freeway project and has a small remaining balance of funds.

On March 31, 2011, the collection of sales tax revenue under M1 concluded; however, there are still expenditures that remain to complete M1 commitments. In March 2011, the Board of Directors (Board) approved a plan to wrap up M1 activities. The plan addressed use of three types of M1 proceeds: those that had been committed to projects but that remain unspent (planned expenditures); those remaining funds that are over and above any current

M1 obligations (remaining balance); and the interest earned on retained M1 funds until those funds are fully expended.

Discussion

M1 net sales tax revenues continue to be monitored, with the final amount estimated to be approximately \$4.071 billion. All M1 projects have an estimated cost at completion; however, actual costs will vary pending closeout of remaining open agreements. The current estimated balance for M1 is \$102 million - approximately \$13 million from the freeway program, another \$10 million from the streets and roads program, and \$79 million from the transit program.

Per prior Board direction, any remaining balances after paying final closing costs will be used for Measure M2 projects that are in the same category and related to the original M1 Expenditure Plan. Specifically, the freeway funds will be directed at the Interstate 5 widening project between Avenida Pico and Pacific Coast Highway and/or the State Route 57 widening between Katella Avenue and Lincoln Avenue. The streets and roads funds will be applied to street improvement projects through OCTA competitive calls for projects, and the transit funds will be deposited into OCTA's long-term operating fund for the provision of Metrolink service. More details on project activities during the quarter are included in Attachment A.

Use of the funds is tracked similarly to grants to ensure that funds are used only for M1-intended projects. The latest M1 schedule of revenues and expenditures summary report, as of March 31, 2013, is included as Attachment B. The numbers included in this report have additional assumptions based on oversight costs, anticipated project progress, sale of excess property, and potential increases or decreases in scope and schedule. Additionally, the forecast of M1 net tax revenues includes future interest earnings on a diminishing fund balance while allowing for ongoing program administration costs, quarterly reporting, annual financial reports, and oversight and audit functions.

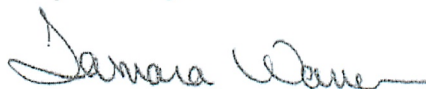
Summary

Measure M1 has concluded and fulfilled the promise of congestion relief to the voters. Remaining fund balances are being finalized, and actions for closing out the program continue. The plan is to finalize expenditure figures and use the remaining balances to advance Measure M2 freeway, streets and roads, and rail projects as allowed for in the ordinance. Further review on the closeout progress will continue to be provided with the Measure M1 quarterly updates.

Attachments

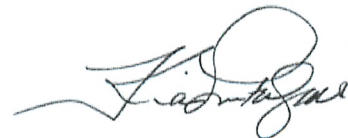
- A. Measure M1 Closeout and Quarterly Update
- B. Measure M1 – Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2013

Prepared by:



Tamara Warren
Manager, Program Management Office
(714) 560-5590

Approved by:



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

Measure M1 Closeout and Quarterly Update

Interest Earnings on Funds During Closeout Phase

Measure M (M1) funds continue to earn interest until fully expended; something that will continue to occur over the next couple of years, currently estimated to be through 2014. The amount of interest earned will decrease each year as remaining payments are made. Interest earned on the M1 fund balance is M1 revenue and will continue to be managed according to the formula set forth in the M1 Ordinance. The interest earned will be distributed to the four M1 categories on the following ordinance-required percentage basis: freeways – 43 percent; regional streets and roads – 11 percent; local streets and roads – 21 percent; and transit – 25 percent.

Freeways

On March 14, 2011, the Board of Directors (Board) approved a plan to use the balance of M1 freeway funds for portions of Measure M2's (M2) Project C – widening of Interstate 5 (I-5) between Avenida Pico and Pacific Coast Highway, and Project G – widening of State Route 57 between Katella Avenue and Lincoln Avenue. The Board subsequently deferred immediate use of the funds for M2 projects as a hedge against uncertainty of the state's ability to meet the cash flow needs of the West County Connectors (WCC) Project, which relies on state bonds for construction. In 2011, the state implemented a process to meet the cash flow requirements of bond-funded projects and as such, in 2012, \$15 million of the \$27.9 million remaining balance was allocated to M2 Project C, as authorized by the Board. The remaining M1 freeway balance of \$12.9 million includes anticipated proceeds from the sale of eight excess parcels along the I-5 in the cities of Anaheim and Buena Park, appraised at approximately \$11.3 million. Currently, the Orange County Transportation Authority (OCTA) is finalizing a sale on one of these parcels with the City of Buena Park. No immediate allocation of these funds is anticipated due to the timing for receipt of the right-of-way (ROW) sales proceeds, as well as potential construction risks on the WCC Project. Other activities during this period include:

I-5 Gateway Project – The California Department of Transportation (Caltrans) successfully closed out the one remaining construction change order with the I-5 Gateway Project contractor. Administrative coordination is ongoing with Caltrans, Union Pacific Railroad, various utility companies, and the City of Buena Park to close out the project. Construction activity this quarter is for landscape plant establishment maintenance, which will continue until April 2015.

WCC Project – Funded almost entirely with federal and state funds, the WCC Project has \$10 million of M1 funds allocated to the project to cover construction elements not eligible for federal funding. Currently, \$9.6 million of this amount has been designated for specific items. The WCC Project constructs direct high-occupancy vehicle (HOV) lane connectors from the State Route 22 (SR-22) to Interstate 405 (I-405) east segment, and from the

I-405 to Interstate 605 west segment, with a second HOV lane in each direction on the I-405 between the two direct HOV connectors.

This past quarter, construction activities on the east segment required nightly full closures on the northbound and southbound I-405 freeway, allowing crews to place large falsework beams for the new southbound I-405/eastbound SR-22 connector. The new connector is anticipated to be open to traffic by mid-June 2013. Construction also is well underway on the west segment as crews continue reconstruction efforts on the west half of the Seal Beach Boulevard bridge. Pile driving is currently underway and is anticipated to be complete by April 2013. The first phase of the Seal Beach Boulevard bridge will be complete by late summer/early fall 2013.

The first phase of the College Park West soundwall is nearly complete. The schedule and cost for the second phase (extending the soundwall) is currently being determined, and progress will be reported next quarter. It is likely that the cost of this soundwall may exceed the assumed budget of \$2 million. If this is the case, additional funding from the remaining freeway balance may be needed to cover this cost increase. The WCC projects, both east and west segments, are anticipated to be complete by late 2014/early 2015.

Streets and Roads

On November 23, 2009, the Board approved the use of M1 streets and roads funds to be used towards a future M2 call for projects. The remaining balance of M1 regional and local streets and roads funds is estimated to be \$10 million. This increased from the \$8.3 reported last quarter as a result of project savings after final project closeouts. This remaining balance will be applied towards streets and roads projects awarded under the Combined Transportation Funding Program (CTFP). An update on streets and roads activities this quarter is included below.

Substantial funding to cities and the County was provided by the various programs within the M1 local and regional streets and roads programs through OCTA's CTFP. Funds were awarded on a competitive basis within the guidelines of each program and are being used to fund a wide range of transportation projects. Since December 2012, the CTFP provided more than \$700,000 in payments towards streets and roads projects throughout the County and closed out 32 project phases.

The current status of the program (as of March 31, 2013) is reflected in the table below. Of the \$679.3 million in total project allocations, there is a remaining balance of \$53.4 million in outstanding payments to open projects. Staff anticipates completion of the M1 competitive program by the end of 2014.

Status	Definition	Allocations* (in millions)
Completed	Project work is complete, final report is filed, approved, and the final payment has been made	\$ 533.0
Pending	Project work has been completed and only final report submittal/approval is pending	\$ 86.3
Started	Project has begun and the funds have been obligated	\$ 60.0
	Total Project Allocations	\$ 679.3

* Includes semi-annual review adjustments through March 31, 2013

Transit

The 1990 M1 Transit Program is focused on developing a backbone rail system that includes protection of ROW and commuter train service to Los Angeles and Riverside counties. A key to continued delivery of this objective has been the establishment of the Commuter Urban Rail Endowment (CURE) to fund ongoing operations. The Board has previously taken action to designate remaining M1 Transit Program fund balances for Metrolink operations and for the Metrolink Service Expansion Program (MSEP). The OCTA Comprehensive Business Plan assumes that unspent M1 transit funds will be used for ongoing Metrolink operations.

Consistent with prior Board action on November 25, 2005, the M1 transit category balance will be transferred into the CURE account. The current M1 transit balance is estimated to be \$79 million. Additional M1 funding for a CURE transfer may be identified once the remaining active contracts are finalized and closed. The balance will remain in M1 transit projects until such time. All projects are anticipated to be completed by March 2014. The Transit Program continues, with significant progress in the various programs. These include:

Several parking expansion projects at Metrolink stations are underway to support the MSEP.

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center. Construction is underway, with activities from this past quarter including continued work on the foundation of the facility and the fabrication of the structural steel. The project team also has installed piles to support the concourse bridge, elevators, stairs and railroad bridge abutments, and continues work to install sewage and storm drains, as well as underground electrical and plumbing utilities. Construction is anticipated to be complete by late 2014.

OCTA is the lead for a parking lot expansion project at the Laguna Niguel/ Mission Viejo (LN/MV) Metrolink Station. In June, 2008, OCTA acquired 1.74 acres of property from Caltrans. This property is adjacent to, and directly south of, the existing parking lot at the LN/MV Metrolink Station. The property will be converted into a surface

parking lot that will provide an additional 176 spaces to supplement the 284 spaces at the existing station, for a total of 460 parking spaces. On January 28, 2013, the OCTA Board awarded the construction contract to Golden State Constructors. Construction will begin in April 2013, and will be completed in summer 2013.

The City of Orange is the lead on a parking expansion project to add a parking structure to an existing surface parking lot located on Lemon Street, between Chapman Avenue and Maple Street. The City of Orange presented the preferred conceptual plan to its Design Review Committee on March 20, 2013. The design is expected to be completed in late 2014.

The City of Fullerton has been the lead agency for the construction of an 814-space design-build parking structure. Construction was completed, and the parking structure opened on June 19, 2012. In conjunction with the parking structure project, the City of Fullerton included an option to add stairs to connect both sides of the platform to Harbor Boulevard. Construction began in October on the stairs and will be completed in mid-April 2013.

City-Initiated Transit Extensions to Metrolink

Project development continued with the two Board-approved Go Local fixed-guideway projects, one in the City of Anaheim and the other in the cities of Santa Ana and Garden Grove.

The City of Anaheim presented the streetcar as the Anaheim Rapid Connection Project's locally preferred alternative (LPA) to the OCTA Board for concurrence. The Board requested additional information regarding the project's evaluation of alternatives, specifically as it relates to cost and ridership. As a result of this discussion, a special Board meeting was conducted to provide context for reviewing the progress to date for both fixed-guideway projects. The workshop included a discussion of the history of the Go Local Program, a comparison of other streetcar projects to the planned fixed-guideway projects, and a plan to review the projects prior to requesting entry into the federal funding program.

The City of Anaheim will return again to the Board in summer to seek concurrence on the LPA. Upon concurrence by the OCTA Board, the LPA will be carried forward into the environmental clearance process.

The cities of Santa Ana and Garden Grove received comments on their draft alternatives analysis (AA)/environmental assessment (EA)/environmental impact report (EIR) for the Santa Ana-Garden Grove Fixed-Guideway Project. The Santa Ana-Garden Grove project team, along with support from OCTA, is working to address the Federal Transit Administration's (FTA) comments and anticipates sending a response to comments next quarter. Upon final approval from FTA, the draft AA/EA/EIR report be released to the public for comments.



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Measure M1 Progress Report for January 2013 Through
March 2013 and Closeout Overview**

Attachment B

Schedule 1

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2013

(\$ in thousands)	Quarter Ended Mar 31, 2013	Year to Date Mar 31, 2013 (A)	Period from Inception through Mar 31, 2013 (B)
Revenues:			
Sales taxes	\$ -	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:			
Project related	2,970	19,848	572,948
Non-project related	-	-	620
Interest:			
Operating:			
Project related	184	693	1,745
Non-project related	824	2,779	269,854
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	64	240	6,248
Proceeds on sale of assets held for resale	-	-	24,575
Miscellaneous:			
Project related	-	-	26
Non-project related	-	-	776
Total revenues	<u>4,042</u>	<u>23,560</u>	<u>5,303,659</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	-	-	56,883
Professional services:			
Project related	837	1,757	205,519
Non-project related	126	322	35,426
Administration costs:			
Project related	238	775	23,100
Non-project related	352	1,796	95,934
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	14	51	2,011
Non-project related	11	15	15,968
Payments to local agencies:			
Turnback	-	-	594,009
Other	16,518	27,109	936,822
Capital outlay	6,023	15,952	2,084,066
Debt service:			
Principal payments on long-term debt	-	-	1,003,955
Interest on long-term debt and commercial paper	-	-	561,842
Total expenditures	<u>24,119</u>	<u>47,777</u>	<u>5,694,153</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(20,077)</u>	<u>(24,217)</u>	<u>(390,494)</u>
Other financing sources (uses):			
Transfers out:			
Project related	-	-	(383,264)
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)
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>629,587</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (20,077)</u>	<u>\$ (24,217)</u>	<u>\$ 239,093</u>

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2013

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2013 (actual)	Year Ended Mar 31, 2013 (actual) (C.1)	Period from Inception through Mar 31, 2013 (actual) (D.1)	Period from April 1, 2013 forward (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ -	\$ -	\$ 4,003,972	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	-	620	-	620
Operating interest	824	2,779	269,854	3,943	273,797
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	776	-	776
Total tax revenues	<u>824</u>	<u>2,779</u>	<u>4,295,905</u>	<u>3,943</u>	<u>4,299,848</u>
Administrative expenditures:					
SBOE fees	-	-	56,883	-	56,883
Professional services, non-project related	126	322	26,565	-	26,565
Administration costs, non-project related	352	1,796	95,934	7,966	103,900
Transfers out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	11	15	6,868	-	6,868
Total administrative expenditures	<u>489</u>	<u>2,133</u>	<u>221,158</u>	<u>7,966</u>	<u>229,124</u>
Net tax revenues	<u>\$ 335</u>	<u>\$ 646</u>	<u>\$ 4,074,747</u>	<u>\$ (4,023)</u>	<u>\$ 4,070,724</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	-	-	82,054	-	82,054
Interest revenue from commercial paper	-	-	6,072	-	6,072
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	<u>-</u>	<u>-</u>	<u>1,415,777</u>	<u>-</u>	<u>1,415,777</u>
Financing expenditures and uses:					
Professional services, non-project related	-	-	8,861	-	8,861
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	-	1,003,955	-	1,003,955
Bond debt interest expense	-	-	561,842	-	561,842
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,100	-	9,100
Total financing expenditures and uses	<u>-</u>	<u>-</u>	<u>1,786,445</u>	<u>-</u>	<u>1,786,445</u>
Net bond revenues (debt service)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (370,668)</u>	<u>\$ -</u>	<u>\$ (370,668)</u>

Measure M1
Schedule of Revenues and Expenditures Summary
as of March 31, 2013

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended Mar 31, 2013 (N)	Reimbursements Quarter Ended Mar 31, 2013 (O)	Expenditures through Mar 31, 2013 (N)	Reimbursements through Mar 31, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)												
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,524	\$ 981,551	\$ 810,010	\$ 789,022	\$ 192,529	\$ 20,988	\$ 4,054	\$ 16	\$ 879,797	\$ 85,696	\$ 794,101	98.0%
I-5 between I-5/I-405 Interchange and San Clemente	68,763	68,695	72,862	74,962	(6,267)	(2,100)	-	-	70,294	10,358	59,936	82.3%
I-5/I-405 Interchange	87,276	87,190	72,802	73,075	14,115	(273)	-	-	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,184	58,127	44,511	49,349	8,778	(4,838)	-	-	55,514	6,172	49,342	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,092	29,063	24,128	22,758	6,305	1,370	-	-	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,625	125,501	116,136	105,389	20,112	10,747	-	-	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,678	400,283	313,297	310,943	89,340	2,354	2,324	1,325	650,271	341,251	309,020	98.6%
Subtotal Projects	1,752,142	1,750,410	1,453,746	1,425,498	324,912	28,248	6,378	1,341	1,903,645	490,024	1,413,621	
Net (Bond Revenue)/Debt Service	-	-	311,917	311,917	(311,917)	-	-	-	311,917	-	311,917	
Total Freeways	\$ 1,752,142	\$ 1,750,410	\$ 1,765,663	\$ 1,737,415	\$ 12,995	\$ 28,248	\$ 6,378	\$ 1,341	\$ 2,215,562	\$ 490,024	\$ 1,725,538	45.0%
Regional Street and Road Projects (11%)												
Smart Streets	\$ 153,676	\$ 153,524	\$ 151,115	\$ 151,115	\$ 2,409	\$ -	\$ 15	\$ -	\$ 156,555	\$ 11,939	\$ 144,616	95.7%
Regionally Significant Interchanges	89,844	89,556	89,556	89,556	-	-	5,020	-	78,915	146	78,769	88.0%
Intersection Improvement Program	128,063	127,937	127,937	127,937	-	-	17	-	109,535	3,720	105,815	82.7%
Traffic Signal Coordination	64,032	63,969	63,969	63,969	-	-	575	96	67,088	3,662	63,426	99.2%
Transportation Systems Management and Transportation Demand Management	12,806	12,794	12,794	12,794	-	-	-	-	9,674	149	9,525	74.4%
Subtotal Projects	448,221	447,780	445,371	445,371	2,409	-	5,627	96	421,767	19,616	402,151	
Net (Bond Revenue)/Debt Service	-	-	2,409	2,409	(2,409)	-	-	-	2,409	-	2,409	
Total Regional Street and Road Projects	\$ 448,221	\$ 447,780	\$ 447,780	\$ 447,780	\$ -	\$ -	\$ 5,627	\$ 96	\$ 424,176	\$ 19,616	\$ 404,560	10.5%

Measure M1
Schedule of Revenues and Expenditures Summary
as of March 31, 2013

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended Mar 31, 2013 (N)	Reimbursements Quarter Ended Mar 31, 2013 (O)	Expenditures through Mar 31, 2013 (N)	Reimbursements through Mar 31, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)												
Master Plan of Arterial Highway Improvements	\$ 160,784	\$ 160,526	\$ 160,526	\$ 160,526	\$ -	\$ -	\$ 20	\$ -	\$ 136,361	\$ 99	\$ 136,262	84.9%
Streets and Roads Maintenance and Road Improvements	594,913	594,326	594,326	594,326	-	-	-	-	594,025	-	594,025	99.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	263	-	94,674	431	94,243	94.2%
Subtotal Projects	855,697	854,852	854,852	854,852	-	-	283	-	825,060	530	824,530	
Net (Bond Revenue)/Debt Service	-	-	-	-	-	-	-	-	-	-	-	
Total Local Street and Road Projects	\$ 855,697	\$ 854,852	\$ 854,852	\$ 854,852	\$ -	\$ -	\$ 283	\$ -	\$ 825,060	\$ 530	\$ 824,530	21.1%
Transit Projects (25%)												
Pacific Electric Right-of-Way	\$ 19,717	\$ 19,697	\$ 15,000	\$ 14,000	\$ 5,697	\$ 1,000	\$ 50	\$ 49	\$ 17,403	\$ 3,250	\$ 14,153	94.4%
Commuter Rail	367,758	367,376	352,069	360,027	7,349	(7,958)	-	-	411,438	60,805	350,633	99.6%
High-Technology Advanced Rail Transit	446,908	446,467	427,890	440,688	5,779	(12,798)	11,224	1,732	466,725	152,815	313,910	73.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	-	-	20,000	-	20,000	100.0%
Transitways	164,304	164,142	146,381	126,625	37,517	19,756	68	-	162,753	36,765	125,988	86.1%
Subtotal Projects	1,018,687	1,017,682	961,340	961,340	56,342	-	11,342	1,781	1,078,319	253,835	824,684	
Net (Bond Revenue)/Debt Service	-	-	56,342	56,342	(56,342)	-	-	-	56,342	-	56,342	
Total Transit Projects	\$ 1,018,687	\$ 1,017,682	\$ 1,017,682	\$ 1,017,682	\$ -	\$ -	\$ 11,342	\$ 1,781	\$ 1,134,661	\$ 253,835	\$ 881,026	23.0%
Total Measure M1 Program	\$ 4,074,747	\$ 4,070,724	\$ 4,085,977	\$ 4,057,729	\$ 12,995	\$ 28,248	\$ 23,630	\$ 3,218	\$ 4,599,459	\$ 763,805	\$ 3,835,654	



ORANGE COUNTY TRANSPORTATION AUTHORITY

To view the entire report with attachments, click here:

[Measure M2 Progress Report for January 2013 Through March 2013](#)



May 24, 2013

To: Members of the Board of Directors
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M2 Progress Report for January 2013 Through March 2013

Overview

Staff has prepared a Measure M2 progress report for the period of January 2013 through March 2013 for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace, and revenue projections continue on a positive trend. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

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

The Measure M2 (M2) transportation ordinance and investment plan, Ordinance No. 3, requires quarterly status reports regarding the major projects detailed in the ordinance be filed with the OCTA Board of Directors (Board). All M2 progress reports are posted online for public review.

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of January 1, 2013 through March 31, 2013 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA Strategic Plan transparency goals. The report includes budget and schedule information included in the Capital Action Plan, Local Fair Share, and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception to March 2013.

Beginning this quarter, an M2020 update section has been added to the M2 report in order to identify our current progress/status in relation to the 14 objectives and ten major risks as outlined in the M2020 Plan. Each quarter, staff will continue to provide updates on how OCTA is progressing towards meeting the M2020 goals and managing risks.

Quarter Highlights

- Construction concluded and a new, six-mile westbound and eastbound general-purpose lane opened on State Route 91 between State Route 55 and State Route 241 through the cities of Anaheim and Yorba Linda. In addition, 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. To celebrate the completion of the project, an opening ceremony was held on February 21, 2013.
- The Anaheim Regional Transportation Intermodal Center Project (Project T) continues to move forward at a steady pace. Construction activities for this quarter included improvements to the building pad, site grading, underground piping and electrical work, and the start of fabricating structural steel. Construction is anticipated to be complete by late 2014.
- Construction began in February 2013 to reconstruct the State Route 74 (SR-74) bridge over the Interstate 5 (I-5) freeway to improve traffic flow along SR-74 and Del Obispo Street in San Juan Capistrano. During the quarter, five properties were acquired and demolished at the I-5/Ortega Highway interchange to prepare for the widening project. At the request of the City of San Juan Capistrano, OCTA was asked to assist with additional local businesses outreach efforts. OCTA has developed a comprehensive business outreach plan to help promote the local community throughout the construction project.
- At the request of the City of Long Beach, the recirculation of a supplemental draft environmental impact report (EIR)/environmental impact statement for Interstate 405 (Project K) is scheduled to begin in June 2013. As a result, selection of the preferred alternative is scheduled

to be selected by the project development team in October 2013, after the recirculation is complete.

- The first Project V (Community-Based Transit/Circulators) 2013 call for projects (call) application period closed on March 29, 2013. The call was for a total of \$28 million. Five applications were received and are currently under review to determine eligibility.
- In February 2013, the Board approved \$12.71 million for eight Environmental Cleanup (Project X) Tier 2 projects. In March 2013, the Board approved the release of the third Tier 1 call, which will occur for 60 days beginning March 18, 2012. Approximately \$2.7 million will be available for the third Tier 1 call, anticipated to be approved by the Board next quarter.
- To improve traffic flow on city streets, OCTA is working with local jurisdictions to synchronize signals and improve roadways. Final funding recommendations for the Regional Capacity Program and Regional Traffic Signal Synchronization Program call (issued on October 26, 2012) were presented to the Technical Advisory Committee on February 27, 2013, and will be brought to the Board for approval in April.
- The two fixed-guideway projects continue to move forward. As a result of the Board requesting additional information, a special Board meeting was conducted to provide context for reviewing the progress to date for both fixed-guideway projects. The workshop included a discussion of the history of the Go Local Program, a comparison of other streetcar projects to the planned fixed-guideway projects, and a plan to review the projects prior to requesting entry into the federal funding program.

The City of Anaheim will return to the Board for concurrence on the Anaheim Rapid Connection locally preferred alternative in the summer. The Santa Ana/Garden Grove project team is currently working to address Federal Transit Administration comments made on the alternatives analysis/EIR/environmental assessment. Comments are anticipated to be addressed next quarter.

- With approval of the M2020 Plan last quarter, implementing actions included directing staff to initiate an organizational assessment study to ensure OCTA's success in delivering the M2020 Plan. The organizational assessment study kicked off in November 2012. The consultant team has completed its initial review of the first and second of three parts, which is the division level assessment and program level assessment. The initial

findings to date are positive, and initial comments are centered on improving performance metrics and making adjustments to department structure to reflect changes in the work effort as a result of the progression of projects and programs within M2. Findings resulting from the study are expected to be presented to the Board in late summer 2013.

- The second M2 Performance Assessment, for the time period of July 1, 2009 through June 30, 2012, was completed and resulted in 12 findings which will be implemented over the next year.

Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from January 2013 through March 2013 is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website. Hard copies are available by mail upon request.

Attachment

- A. Measure M2 Progress Report – Third Quarter of Fiscal Year 2012-13 – January 1, 2013 through March 31, 2013

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Approved by:



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