



Measure M
Taxpayer Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA, Room 103/4
April 14, 2015
6:00 p.m.



AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for February 10, 2014**
- 4. Action Items**
 - A. Local Jurisdictions Expenditure Reports – Eligibility Findings
Presentation – Terre Duensing, Annual Eligibility Review Subcommittee
- 5. Presentation Items**
 - A. Measure M1 Close-out Overview
Presentation – Tamara Warren, Measure M Program Manager, Planning
 - B. Project S - Santa Ana/Garden Grove Streetcar Update
Presentation – Jim Beil, Executive Director, Capital Projects
 - C. Measure M 10-Year Comprehensive Review
Presentation – Tamara Warren, Measure M Program Manager, Planning
- 6. OCTA Staff Updates (5 minutes each)**
 - I-405/Project K Update – Jim Beil, Executive Director, Capital Programs
 - Public Hearing Follow-up – Alice Rogan, Interim Manager, Public Outreach
 - Other
- 7. Annual Eligibility Review Subcommittee Report**
- 8. Audit Subcommittee Report**
- 9. Committee Member Reports**
- 10. Public Comments***
- 11. Adjournment**

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

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



Measure M Taxpayer Oversight Committee



INFORMATION ITEMS

- 1. Project V Community-Based Transit/Circulators Call for Projects Update** **Feb. 9, 2015**
- 2. Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings** **Feb. 23, 2015**
- 3. Measure M2 Progress Report for the Period of October 2014 Through December 2014**
- 4. Measure M1 Progress Report for the Period of October 2014 Through December 2014 and Closeout Overview**
- 5. Measure M Environmental Cleanup Allocation Program – Tier 1 Grant Program Call for Projects** **Mar. 9, 2015**
- 6. Funding for Interstate 405 Express Lanes Costs**
- 7. Rail Programs and Facilities Engineering Quarterly Report** **Mar. 23, 2015**
- 8. Capital Programs Division – Third Quarter Fiscal Year 2014-15 Capital Action Plan Performance Metrics** **Apr. 6, 2015**

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

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Measure M Taxpayer Oversight Committee

**February 10, 2015
Meeting Minutes**

Committee Members Present:

Eric Woolery, Orange County Auditor-Controller, Chair
Narinder "Nindy" Mahal, First District Representative
Linda Rogers, First District Representative, Co-Chair
Margie Drilling, Second District Representative
Jack Wu, Second District Representative
Terre Duensing, Third District Representative
Dr. Ron Randolph, Third District Representative
Cynthia Hall, Fourth District Representative
Nilima Gupta, Fifth District Representative

Committee Member(s) Absent:

Philip C. La Puma, PE, Fourth District Representative
Terry Fleskes, Fifth District Representative

Orange County Transportation Authority Staff Present:

Janice Kadlec, Public Reporter Specialist
Kia Mortazavi, Executive Director, Planning
Ken Phipps, Deputy Chief Executive Officer
Andrew Oftelie, Executive Director, Finance
Alice Rogan, Interim Public Outreach Manager, External Affairs
Tamara Warren, Program Manager, M Program Management Office

Guest(s)

Thomas Jatich
Brenda Miller

1. Welcome

Chair Eric Woolery welcomed everyone to the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting at 6:00 p.m.

2. Pledge of Allegiance

Chair Eric Woolery asked everyone to join him in the Pledge of Allegiance to the flag.

3. MEASURE M ANNUAL PUBLIC HEARING

a. Overview of Taxpayer Oversight Committee

TOC Co-Chair Linda Rogers introduced herself and gave a brief background report of Measure M and the TOC and reviewed the major activities of the TOC in

2014. She asked each TOC member present to introduce themselves and indicate which supervisorial district they represent and when their term will expire.

b. Review of 2014 Taxpayer Oversight Committee Actions

Co-Chair Linda Rogers reported on the TOC's key activities during 2014.

c. Local Eligibility Subcommittee Report

Jack Wu, Chairman of the Annual Eligibility Review Subcommittee (AER), reviewed the duties of the AER and reported on the major actions of the Subcommittee during 2014.

d. Audit Subcommittee Report

Audit Subcommittee Chair Eric Woolery introduced the members of the Audit Subcommittee and reported on major actions during 2014.

e. Public Comments

Thomas Jatich said he has lived in Fountain Valley for 30 years. He supported Measure M2 and its predecessor Measure M1 and believes both have made significant improvements in the freeways and surface streets in Orange County. He was looking forward to the Measure M funded improvements on the I-405.

He had hoped for Alternative 2 which would add two lanes in each direction. He is upset about Caltrans moving forward with Alternative 3 because he feels that when the voters approved Measure M2 in 2006, they were told the funding would add one general purpose lane on the I-405. Nothing said anything about building a toll road.

Thomas Jatich quoted the OCTA Board Minutes of September 22, 2014: "Caltrans intends to add the HOV Lanes to the freeway when it secures funding for the added costs estimated at \$490. Measure M funds will not be used to build HOV lanes." Mr Jatich feels the statement that Measure M funds will not be used to build a toll road is untrue because Measure M funds will be used to build new infrastructure that supports the toll road. Mr. Jatich said if the toll road is rejected he does not want Alternative 1; he wants Alternative 2.

Brenda Miller thanked the TOC for listening to comments from the public. She said the TOC has their fingers on the pulse of decision-making to allocate the taxpayers' resources for Measure M. In 1990, she voted for Measure M1 and in 2006, she voted for Measure M2. This was an unlikely decision for her because, in 2008, the California legislature voted for the Complete Streets Act which requires every agency that substantially manages a transportation plan to consider all modes of travel. Measure M requires the Master Plan of Arterial Highways (MPAH) be followed. In her opinion, the MPAH does not accommodate all means of travel, such as walking and biking, in addition to other established modes of travel. This is a very important point as OCTA's Outlook 2035

projections predicts commute time in Orange County is going to increase by 163 percent; a 30-minute commute will become an hour and 18 minutes. Brenda Miller asked, will Measure M fulfill or undermine its mission?

f. Adjournment of Public Hearing

Chair Eric Woolery said any comments or questions from the public during the Public Comments item will be responded to at a later date. Chair Eric Woolery adjourned the Measure M Annual Public hearing at 6:45 pm.

4. Approval of Minutes/Attendance Report for December 9, 2014

Chair Eric Woolery asked if there were any additions or corrections to the December 9, 2014 Meeting Minutes and Attendance Report. Margie Drilling asked for a correction on page 4, paragraph 4, first sentence. Her name is misspelled. It should be: "Maggie Margie Drilling asked"

A motion was made by Dr. Ron Randolph, seconded by Nilima Gupta, and carried unanimously to approve the December 9, 2014 TOC minutes and attendance report as corrected.

5. Action Items

A. M1/M2 Quarterly Revenue & Expenditure Reports (June 14)

Andrew Oftelie gave a brief overview of the M1/M2 Quarterly Review & Expenditure Reports.

Jack Wu asked, since the revenue projections are less than Measure M hoped for, the TOC will be getting a list of projects that will not be built. Andrew Oftelie said the projects that could be in jeopardy because of the reduced revenues are freeway projects. Most of the other programs such as the Streets and Roads Program depend on a percentage of the revenues. The Freeway Program is different - it has a defined scope of work. OCTA is still committed to delivering the program. OCTA has been fortunate in two different areas: 1) outside funds were available, and 2) because of the Early Action Plan, OCTA started construction early and received good bids. Even though revenues were down 30 to 35 percent, our costs were down roughly the same. OCTA believes the entire program can be delivered. However, approximately \$30 million in external revenues is needed to complete the program.

Jack Wu asked how close the projections for M1 were. Andrew Oftelie said M1 projections were right on. Jack Wu asked which of the universities came in closest to the actual predictions in M2. Andrew Oftelie said this is hard to say, but traditionally the Chapman Forecast has been very good.

Cynthia Hall asked if OCTA was over their 1% administrative forecast for this year. Andrew Oftelie said they are over. Cynthia Hall said gas sales are down

and therefore the gas sales tax is down. How does OCTA expect to cover this? Andrew Oftelie said OCTA's administrative cost is allowed to be 1% or less. Andrew Oftelie said if OCTA goes above the 1%, there are other funding sources they can use. In answer to Cynthia Hall's question about the gas sales tax, they did ask the Universities to make a prediction – one said gas sales tax will go up, one said it will go down, and one said it would stay the same. It is anybody's guess which one will be right.

Margie Drilling said the Federal Highway Trust Fund has not been funded. She asked if OCTA was concerned about this. Do they scale back projects to adjust for this or are projects eliminated? Andrew Oftelie said this is out of OCTA's control, but they make sure they have "shelf ready" projects so they will be ready when needed.

A motion was made by Dr. Ron Randolph, seconded by Nilima Gupta and carried unanimously to receive and file the M1/M2 Quarterly Revenue and Expenditure Reports for December 2014.

B. 2014 Annual Hearing Follow-up and Compliance Findings

A motion was made by Dr. Ron Randolph, seconded by Linda Rogers, and carried unanimously to find OCTA in compliance with the M1 and M2 plans for 2014.

6. Presentation Items

A. Signal Synchronization Program

Kia Mortazavi gave an overview of the Measure M Signal Synchronization Program.

Margie Drilling asked what happens to the money when one of the cities cancels a project like signal synchronization. Kia Mortazavi said the money goes back into the pot of funds designated for that project and is redistributed into the next call for projects.

Margie Drilling asked how the projects are selected. Kia Mortazavi said OCTA presents the cities with a grid of streets that need to be synchronized. They leave it up to the cities to work with their neighboring cities and come back to OCTA and submit an application.

Margie Drilling asked if OCTA sets the guidelines. Kia Mortazavi said OCTA, working in conjunction with the cities, sets the guidelines for the program.

Nindy Mahal asked what happens if a signal goes down. Doesn't this overload the entire system? Kia Mortazavi said yes, the entire system will need to be reset.

Cynthia Hall asked if the system normally looked at pedestrian traffic when they do a reset. Kia Mortazavi said they normally only look at automobile traffic, but as they update their system, they can do things like update pedestrian traffic or install emergency backup systems.

A member of the public asked why OCTA only gives their synchronization projects a three-year life cycle. Kia Mortazavi said traffic patterns change over time: sometimes construction causes changes or new driveways are added or deleted. After three years they like to double check to make sure all the systems work.

7. OCTA Staff Updates

I-405/Project K Update: Rose Casey gave an update on Measure M Project K.

Alice Rogan asked Rose Casey to remind the TOC members why the bridges need to be rebuilt. Rose Casey said many of the bridges were substandard and they need to be rebuilt regardless of how many lanes are added.

OCTA's portion of the project would be Phase 1 of the project (Project K) – one general purpose lane in each direction. Caltrans will build Phase 2 – one lane in each direction – using \$82 million in state funding.

Jack Wu asked if the toll lanes are going to be built. Rose Casey said if Caltrans decides to implement Phase 2, they will need to identify an additional \$400 million.

Jack Wu asked if OCTA approved the third alternative. Rose Casey said the board's last decision was to implement Project K - adding one general purpose lane in each direction.

Project Awards: Alice Rogan shared several project awards given to OCTA by local businesses.

TOC Recruitment: Alice Rogan announced the beginning of the TOC member recruitment. There will be four open positions in the First District, the Second District, the Forth District, and the Fifth District.

8. Committee Member Reports

There were no further Committee Member Reports.

9 Public Comments

Thomas Jatich said he feels Measure M funds being used to pay for the infrastructure to build the toll lanes. Mr. Jatich said the right way to do this is for Measure M to pay for one general purpose lane as promised by Measure M, Project K, and to only build

bridges to add the one more lane. Caltrans should pay their fair share if they are going to add an additional lane.

10. Adjournment

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

Taxpayer Oversight Committee
Fiscal Year 2014-2015
Attendance Record



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

Meeting Date	8-Jul	12-Aug	9-Sep	14-Oct	11-Nov	9-Dec	13-Jan	10-Feb	10-Mar	14-Apr	12-May	9-Jun
Margie Drilling		X		E		X		X				
Terre Duensing		X		X		X		X				
Terry Fleskes		X		X		X		*				
Jan Grimes		E		X		X		--				
Nilima Gupta		X		X		X		X				
Cynthia Hall		E		X		X		X				
Phil La Puma		X		X		X		*				
Nindy Mahal		X		E		X		X				
Ronald Randolph		X		X		E		X				
Linda Rogers		X		X		E		X				
Eric Woolery		--		--		--		X				
Jack Wu		E		X		E		X				

Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
2/10/15	Phil La Puma	Out of Town
2/10/15	Terry Fleskes	Family Emergency

Action Items



April 14, 2015

To: Taxpayer Oversight Committee

From: Annual Eligibility Review Subcommittee

Subject: Measure M2 Annual Eligibility Review Subcommittee
Recommendations for Fiscal Year 2013-14 Expenditure Reports

Overview

The Measure M2 Ordinance requires all local jurisdictions in Orange County to annually satisfy eligibility requirements in order to receive Measure M2 net revenues. The Annual Eligibility Review subcommittee review process for the fiscal year 2013-14 expenditure reports has been completed.

Recommendation

Approve the expenditure reports for 35 local jurisdictions in Orange County and find 35 local jurisdictions eligible to receive Measure M2 revenues for fiscal year 2014-15.

Background

The Taxpayer Oversight Committee (TOC) is responsible for reviewing local agencies Local Signal Synchronization Plan, Mitigation Fee Program, Expenditure Report, Congestion Management Plan, and Pavement Management Plan for compliance with Ordinance No. 3. The eligibility component due this eligibility cycle includes fiscal year 2013-14 expenditure reports for each local jurisdiction in Orange County.

The Annual Eligibility Review (AER) subcommittee has been designated by the TOC to review the eligibility submittals with support from Orange County Transportation Authority (OCTA) staff. The AER subcommittee members include Jack Wu (Chair), Terre Duensing, Nilima Gupta, Linda Rogers, and Cynthia Hall.

Local jurisdictions are required to annually submit expenditure reports within six months of the close of local agencies fiscal year (December 31st). City of Huntington Beach is an exception since the local jurisdiction follows a federal

fiscal year (October 1 to September 30) and submits an expenditure report by March 31st.

Discussion

OCTA staff reviewed the expenditure reports to ensure consistency and accuracy. The AER subcommittee convened on March 19, 2015 to review and discuss the expenditure reports. During the review process, the AER Subcommittee annually recommends local agencies for audit consideration to the TOC Audit Subcommittee. The AER subcommittee found the expenditure reports in compliance with the Ordinance and does not recommend any local agencies for audit consideration.

The FY 2014-15 Measure M2 Eligibility Review of Expenditure Reports for FY 2013-14 Summary is included in Attachment A. The AER subcommittee recommends eligibility approval to the TOC. Upon TOC approval, OCTA staff will present the eligibility findings to the Regional Planning and Highways Committee on May 4, 2015 and to the OCTA Board of Directors on May 11, 2015.

Summary

The Annual Eligibility Review subcommittee reviewed expenditure reports and found local jurisdictions compliant with the Ordinance.

Attachment

- A. FY 2014-15 Measure M2 Eligibility Review of FY 2013-14 Expenditure Reports Summary

FY 2014-15 Measure M2 Eligibility
Review of FY 2013-14 Expenditure Reports
Summary


Agency	Expenditure Report Received by deadline	Resolution Received by deadline	Maintenance of Effort (MOE) Reported	Expenditure Report Found Compliant by Taxpayers Oversight Committee
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park	Yes	Yes	Yes	Yes
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange	Yes	Yes	N/A	Yes
Cypress	Yes	Yes	Yes	Yes
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach	Yes	Yes	Yes	Yes
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange	Yes	Yes	Yes	Yes
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	Yes	Yes	Yes	Yes
Seal Beach	Yes	Yes	Yes	Yes
Stanton	Yes	Yes	Yes	Yes
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

*Information
Items*



COMMITTEE TRANSMITTAL

February 9, 2015

To: Members of the Board of Directors
From: Laurena Weinert,  Clerk of the Board
Subject: Project V Community-Based Transit/Circulators Call for Projects Update

Executive Committee Meeting of February 2, 2015

Present: Chairman Lalloway, Vice Chair Donchak, and Directors Hennessey, Murray, Nelson, Spitzer, Steel, and Ury
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Direct staff to work with the interested local agencies and return with revised Project V Guidelines for a potential call for projects.



February 2, 2015

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Project V Community-Based Transit/Circulators Call for Projects Update

Overview

Measure M2 establishes a competitive program through Project V to fund local bus transit services that complement the regional transit services. In preparation for the next Measure M2 Project V call for projects, staff requested local agencies to submit letters of interest. A report on the local agencies' interest in a future Project V call for projects is provided including a recommendation to return with updated funding guidelines for a future call for projects.

Recommendation

Direct staff to work with the interested local agencies and return with revised Project V Guidelines for a potential call for projects.

Background

Measure M2 (M2) includes the Community-Based Transit/Circulators Program (Project V), which is a competitive program that provides funding for transit capital and operating costs for new or expanded fixed-route, shuttle, vanpool, seasonal, and special event services. Service is required to meet the minimum operational standards at the end of the first year. Each agency must provide a minimum local match of ten percent for the capital and operating costs. The current Project V Guidelines are provided in Attachment A.

On June 24, 2013, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved \$9,820,457 in Project V funds for the cities of Dana Point, Huntington Beach, Laguna Beach, La Habra, and Lake Forest. The status of each of these projects is provided below.

Status Update on the Projects Currently Funded with Project V Funds

The cities of Dana Point, Huntington Beach, Laguna Beach, La Habra, and Lake Forest received Project V funding during the 2012 Project V call. Three of the five cities which received Project V funding have started services:

- Huntington Beach event shuttle,
- La Habra fixed-route service,
- Lake Forest vanpool services.

The two remaining services in Dana Point and Laguna Beach are working toward starting in the near future. Dana Point was approved for a 24-month delay to start service in order to further investigate options for purchasing or leasing vehicles, and also to resolve a requirement by the California Coastal Commission that the project include water taxi service. Laguna Beach is purchasing vehicles and is working to start its extended trolley service next fiscal year. Attachment B provides a detailed status update on projects currently funded with Project V funds.

Discussion

Letters of Interest in a Future Project V Call

At recent Board meetings, interest was expressed by Board Members regarding the next call for projects (call) for this program. As a result, at the October 22, 2014 Technical Advisory Committee (TAC) meeting, the TAC discussed the Project V Community-Based Transit/Circulator Program and local agencies' interest in a future round of Project V funding. Following the TAC discussion, OCTA staff requested letters of interest from local agencies regarding in the next potential call for Project V funds.

Seven cities submitted letters of interest in a future round of Project V funding, including Anaheim, Costa Mesa, Dana Point, La Habra, Lake Forest, San Clemente, and San Juan Capistrano. Staff believes this level of interest warrants a future call. Staff will proceed to meet with each of these cities, as well as update the Project V Guidelines in consultation with the TAC. OCTA staff has scheduled meetings in the February/March timeframe with the cities listed above to obtain more information on potential projects, and the call could be issued in summer 2015, depending on the readiness of project concepts. Attachment C provides an overview of the letters of interest submitted by local agencies and potential projects for consideration in the next round of Project V funds.

Summary

Currently, five cities are participating in the Project V Program, and two of these cities have expressed interest in the next call for new programs and services. Five additional cities have expressed interest in applying for future Project V funds. In preparation for the next M2 Project V call, OCTA staff is requesting Board approval to work with local agencies and return with revised Project V Guidelines to issue the next call.

Attachments

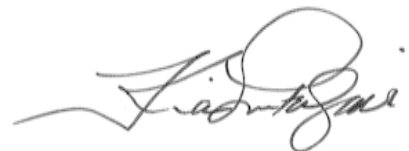
- A. 2012 Project V – Community-Based Transit/Circulators Program Guidelines
- B. Status Update on the Projects Currently Funded with Project V Funds
- C. Project V Letters of Interest Overview

Prepared by:



Sam Kaur
Section Manager II
Measure M Local Programs
(714) 560-5747

Approved by:



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

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

1.0 Overview

This Measure M2 (M2) Program establishes a competitive process to enable local jurisdictions to develop local bus transit services that complement regional transit services, and meet needs in areas not adequately serviced by regional transit. Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of operations and maintenance using non-Orange County Transportation Authority (OCTA) resources¹. Public-private partnerships² are encouraged but not required. Local jurisdictions may partner with each other.

2.0 Objectives

- Encourage development of local bus transit services such as community-based circulators, shuttles, and bus trolleys
- Provide services that complement regional bus and rail services and meet needs in areas not adequately served by regional transit.
- Provide alternatives to address seasonal/special event congestion
- Approximately \$300 million (nominal dollars) available from fiscal years 2010-11 to 2040-41

3.0 Project Participation Categories

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

- Bus and vehicle leases/purchases for the purposes of providing community based circulators, shuttles, and trolleys
- Bus stop improvements (including signage, furniture, and shelters) on the new route
- Maintenance facilities and fueling stations required for the new bus service
- Parking leases needed in response to expanded transit services required to alleviate seasonal and or special event congestion
- Seasonal and special event is eligible when:
 - Seasonal service; or
 - The event is infrequent; and

¹ Fairshare revenues are considered non-OCTA resources.

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

- Attendance will exceed parking capacity; or
- The event will create significant congestion
- Consistent with Federal Transit Administration guidelines, Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs for the purposes of this program
- Projects meeting minimum performance requirements may request operations funding through the operating reserve incentive
- Right-of-way is not eligible.

4.0 Operating Reserve Incentive

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

1. The project must have been awarded Project V funds through a competitive process and meet a minimum standard of 10 boarding's per revenue vehicle hour on an ongoing basis. The standard of 10 boarding's per revenue vehicle hour must be achieved within the first 12 months of operation and every year thereafter.
2. Awarded agencies must submit audited operations and maintenance costs and ridership and fare performance data to OCTA by September 30 of each year for the prior fiscal year
3. OCTA will reimburse awarded agencies on a pro-rata basis but not to exceed \$8 per boarding, not to exceed 90 percent of net operating and maintenance costs (after deducting fares/fees), whichever is less. The \$8 per boarding may increase annually by an OCTA-approved inflationary factor. Agencies may be awarded no more than \$525,000 annually over the life of the call period including any request for capital funding.

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

5.0 Capital Match Funding Requirements

Local funding must meet a minimum ten percent match requirement for the entire capital project comprised of any combination of private contributions, advertising revenues, and local discretionary funds. Capital match funding commitments in excess of ten percent are eligible for additional point scoring. Match funding commitments will be incorporated into the master funding agreement.

6.0 Eligibility Requirements

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

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program
- Support recommendations from Transit System Study, Go Local planning efforts and goals of the Sustainable Communities Strategy
- Supplement rather than supplant existing transit services and emphasize service to areas not served by transit
- Demonstrate local share of operations and maintenance funding for specific time horizon
- Capital equipment requires 10 percent non-Orange County Transportation Authority local match
- Demonstration of cost reasonableness for new bus stop improvements
- Agency must have a financial plan outlining a funding strategy for ongoing operations and maintenance (minimum of five years)
- The service operator is OCTA. Local agencies may propose an alternate service provider which will be considered at the discretion of OCTA
- Local agency will be required to enter into a cooperative funding agreement with OCTA
- All projects must include meeting ADA requirements, and these costs must be included in the project application
- Project application must meet minimum competitive score to be deemed eligible and “of merit” (as determined by the OCTA Board of Directors [Board])
- Complete applications must be approved by the city council and partner jurisdictions prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- **Agencies submitting for funding must agree to follow applicable FTA requirements including FTA procurement policies; waiver requests are subject to OCTA approval**
- Participation in operating reserve requires 10 percent local match after deducting fares
- Local agencies or agency’s operator will be required to submit annual National Transit Database reporting.

7.0 Selection Criteria

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

8.0 Application Process

Project allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal as outlined below.

- Complete application
- Provide funding/operations plan
- Allocations subject to cooperative funding agreement

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

- Financials (funding needs, match funding availability, operations funding assurances, and public-private partnership arrangements)
- Project development and implementation schedule
- Operations and maintenance facility management
- Service coordination plan
- Any additional information deemed relevant by the applicant

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

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

The final approved application (including funding plan) will serve as the basis for any funding agreement required under the program.

9.0 Application Guidelines

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

9.1 Financial Details

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

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

9.2 Scoring Criteria

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

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

9.3 Other Application Materials

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

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

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

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

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

10.0 Reimbursements

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

11.0 Project Cancellation

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

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

12.0 Audits

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

Status Update on the Projects Currently Funded with Project V Funds

Dana Point: Project V will provide \$2.4 million over seven years for the capital and operational cost to provide summer trolley and seasonal shuttle services. This assumed that the city would provide seasonal and event service for 47 days per year which, depending on the service and time of year, will require between one to eight vehicles for different services. The city must provide a minimum match of 11 percent for capital improvements that will cover the leasing cost of the vehicles. For the service, the city will provide a ten percent match in first year of service, 20 percent in second year, and then 28.68 percent for the remaining years (fiscal year {FY} 2016/2017-2021). The maximum that the Orange County Transportation Authority (OCTA) will pay is \$8 per passenger for the service.

In June 2014, the Board of Directors approved a 24-month delay request for the City of Dana Point for this project. The city requested the delay for several reasons:

- to garner additional interest among transit providers for leased vehicle service,
- to ensure compliance with the Americans with Disabilities Act,
- to put forth a more substantial marketing campaign to ensure success, and
- to resolve a requirement by the California Coastal Commission that the city provide a water taxi.

Dana Point staff is currently working with the Coastal Commission to develop a memorandum of understanding and anticipates starting Project V service by summer 2015.

Huntington Beach Service: Project V provides \$93,287 for the Huntington Beach Holiday and Event Shuttle over seven years. The city is paying 30 percent in match, and the service cost is estimated to be \$12,000 per year. Services consist of operating five shuttles on the 4th of July between 8:00 am – 11:00 pm, and five shuttles during the US Open Event from 8:00 am – 11:00 pm. Service this year performed at higher than 20 passengers per revenue hour. This service helped mitigate congestion on the city streets.

La Habra Service: OCTA provided \$497,000 in Project V funds for the purchase of two buses and related bus stops amenities including shelters, benches, sidewalks, and curb and gutter ramps. The city's match for the capital improvements is ten percent. OCTA will provide a total of \$2.9 million in Project V funds to cover operation costs over seven years, as long as service can meet the minimum performance standard of ten passengers per hour. The city will provide 17 percent match for the operating cost, the maximum that Project V will pay is based on the OCTA share of the match, and no more than \$8 per passenger. The service cost is estimated to be \$474,000 on an annual basis.

La Habra Express Service started on August 4, 2014, and currently provides weekday service on two different routes (103A and 103B). Route 103A runs from 6:47 am – 6:04 pm within La Habra, only on a 60 minute frequency in counter-clockwise direction. Route 103B runs from 5:50 am – 6:20 pm in La Habra, with additional stops at St. Jude Medical Center and Fullerton Transportation Center, and also runs in counter-clockwise direction. Route 103B is operating at an average of seven passengers per revenue hour, and Route 103A is operating at an average of three passengers per revenue hour. Current Project V Guidelines provide the first 12 months to attain the minimum performance standard of ten boardings per revenue vehicle hour.

OCTA and the City of La Habra staff have discussed modifying both routes in an effort to increase the current ridership. As a result of the latest discussions, a modified La Habra Express service will begin on February 9, 2015. There will be two different routes, 103 and 103B. Route 103 will operate from 6:10 am – 5:58 pm within La Habra, in clockwise direction, on a 70 minute frequency, and includes stops at St. Jude Medical Center and Fullerton Transportation Center. Route 103B will operate from 5:55 am – 6:07 pm within La Habra, in counter-clockwise direction, on a 70 minute frequency, including stops at St. Jude Medical Center and Fullerton Transportation Center.

Laguna Beach: Project V will provide \$472,000 for the vehicle purchase and will provide a total of \$3.1 million to cover operational cost over seven years. The city is currently acquiring the vehicles and anticipates starting service next FY. The project will provide service for 24 weekends through the year, and up to 42 weekends based on the demand. This service will operate on Fridays from 4:00 pm – 11:00 pm, Saturdays from 9:00 am – 11:00 pm, and on Sundays from 11:00 am – 8:00 pm, with six trolleys on a fixed-route. The city match for this project is ten percent for the purchase of trolleys, 42 percent for the first year of service, and then 20 percent for the remaining time period and, like the other services, the maximum that OCTA will pay is limited by the match rate and then by the limitation of \$8 per passenger.

Lake Forest: Project V will provide \$74,844 over seven years to support vanpool services for Oakley. Service costs approximately \$12,000 per year and city is providing a ten percent match. Current service runs two ten passenger shuttles to Oakley. The city has requested to add another ten passenger shuttle to meet the increased demand. This additional service will be supported through cost savings.

Project V Letters of Interest Overview

Anaheim

The City of Anaheim is interested in a potential transit connection between the newly constructed Anaheim Regional Transportation Intermodal Center and Downtown Anaheim. This may be comprised of van service or a shuttle bus depending on the level of interest expressed by Downtown Anaheim employees and residents in upcoming surveys conducted by the city.

Costa Mesa

The City of Costa Mesa, in partnership with Costa Mesa Conference and Visitor's Bureau and Anaheim Resort Transportation, is interested in a new fixed-route service connecting South Coast Plaza and hotels near Disneyland. In addition, the city would like to provide connections to the John Wayne Airport.

Dana Point

The City of Dana Point is interested in expanding summer service from two or three days to seven days per week. The city would also like to explore the option of purchasing trolleys that meet American Disabilities Act guidelines. The city notes that these trolleys are often limited during the summer period.

La Habra

The City of La Habra is interested in providing event shuttle services to support several local events.

Lake Forest

The City of Lake Forest is interested in new fixed-route service for Oakley and Panasonic transporting their employees to their respective campuses.

San Clemente

The City of San Clemente is interested in a potential new local circulator. The city would also like to explore the option of enhancing existing services through shorter headways and/or modifying existing bus routes.

San Juan Capistrano

The City of San Juan Capistrano is interested in providing downtown trolley service on the weekends and for special events held throughout the year.

**SUPPLEMENTAL
INFORMATION**

**THE ATTACHED DOCUMENTS
WERE PROVIDED TO THE
EXECUTIVE COMMITTEE
ON FEBRUARY 2, 2015**



Transit Projects

Community Based Transit/Circulators Safe Transit Stops

Project **V**

Community Based Transit/Circulators

Description:

This project will establish a competitive program for local jurisdictions to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. Projects will need to meet performance criteria for ridership, connection to bus and rail services, and financial viability to be considered for funding. All projects must be competitively bid, and they cannot duplicate or compete with existing transit services.

Cost:

The estimated cost of this project is \$226.5 million.

Project **W**

Safe Transit Stops

Description:

This project provides for passenger amenities at 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines.

Cost:

The estimated cost of this project is \$25.0 million.





Public Works Department

cityofirvine.org

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6000

January 28, 2015

Mr. Kurt Brotcke
Director of Strategic Planning
Orange County Transportation Authority
550 South Main St.
P.O. Box 14184
Orange, CA 92863

Dear Mr. Brotcke:

The City of Irvine is submitting this letter to express its interest to participate in the future Project V Grant program subject to review of the revised final program guidelines by the Irvine City Council. The City will identify potential project(s) as part of its review of the grant application process once the call for projects is released.

If you have any questions regarding this letter, please feel free to contact me at 949-724-7526 or sdupuis@cityofirvine.org.

Regards,

Shohreh Dupuis,
Deputy Director of Public Works



February 23, 2015

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer

Subject: Taxpayer Oversight Committee Measure M Annual Public Hearing Results and Compliance Findings

Overview

Measure M, Orange County's one-half cent sales tax for transportation, passed in 1990 and renewed in 2006, calls for an independent committee to ensure compliance with the ordinance. As required by the Measure M Ordinance, the Taxpayer Oversight Committee conducted the 24th Measure M Annual Public Hearing on February 10, 2015. The Taxpayer Oversight Committee found the Orange County Local Transportation Authority has proceeded in accordance with Measure M Ordinances No. 2 and No. 3 during 2014.

Recommendation

Receive and file as an information item.

Background

The Measure M Taxpayer Oversight Committee (TOC) is required by the Measure M ordinances. The TOC is an independent committee representing all five supervisorial districts in Orange County. The TOC is responsible for ensuring the transportation projects in Measure M are implemented according to the expenditure plan approved by the voters in 1990 and the investment plan approved by the voters in 2006. The TOC meets bimonthly to review progress on the implementation of Measure M.

Annually, the TOC is required to hold a public hearing to receive comments from citizens regarding Measure M as part of its oversight effort to determine whether the Orange County Transportation Authority (OCTA), acting as the Orange County Local Transportation Authority (OCLTA), is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989, and the Renewed

Measure M (M2) Transportation Ordinance and Investment Plan, dated July 24, 2006.

The results of the hearing and the findings of the TOC are transmitted to the OCTA Board of Directors annually. The TOC has consistently found OCTA in compliance for the past 23 years.

Discussion

The 24th Measure M Annual Public Hearing took place on February 10, 2015. The hearing was publicized through news releases, public notices, and posted on OCTA's social media sites. Members of the public attended the hearing.

Following the public hearing and review of the annual financial audit of OCLTA and all other information the committee members have been provided to date, the TOC made the determination at its February 10, 2015 meeting that during 2014, OCTA proceeded in accordance with the M1 Countywide Traffic Improvement and Growth Management Plan and the M2 Transportation Ordinance and Investment Plan. Eric Woolery, Chair of the TOC, prepared an official letter stating its findings (Attachment A).

Additionally, in accordance with M1 Ordinance No. 2, Section 12, Paragraph B.3, Chair Woolery certified that the expenditures from the trust fund, through the fiscal year ending June 30, 2014, have been spent on specific transportation needs identified in the M1 Expenditure Plan. Also, in accordance with M2 Ordinance No. 3, Section 10, Paragraph 3, Chair Woolery certified that the revenues, through fiscal year ending June 30, 2014, have been spent in compliance with the ordinance.

Summary

Subsequent to bimonthly meetings and the Measure M Annual Public Hearing on February 10, 2015, the TOC has determined that OCTA is proceeding in accordance with the M1 Countywide Traffic Improvement and Growth Management Plan and the M2 Transportation Ordinance and Investment Plan.

Attachment

- A. Memo to Jeffrey Lalloway, Chairman, Orange County Transportation Authority, from Eric Woolery, Chair, Measure M Taxpayer Oversight Committee, dated February 10, 2015, Subject – 24th Annual Measure M Public Hearing

Prepared by:

Approved by:

Alice T. Rogan
Strategic Communications Manager
714-560-5577

Ellen S. Burton
Executive Director, External Affairs
714-560-5923



February 23, 2015

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Progress Report for the Period of October 2014 Through December 2014

Overview

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

Recommendation

Receive and file as an information item.

Background

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

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

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of October 1, 2014 through December 31, 2014 (Attachment A).

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

Each quarter, the M2020 section of Attachment A is updated to provide further progress/status towards meeting the 14 objectives and managing the ten major risks outlined in the M2020 Plan, as well as other identified risks and delivery challenges. Additionally, Attachment A includes a summary of M2 Program Management Office (PMO) activities that have taken place during the quarter. One area in particular is highlighted below.

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the Ten-Year Review with participation from each of the divisions. Following the precedent set with the triennial performance reviews, the ten-year period is assumed to have begun on November 8, 2006 (effective date of Ordinance No.3), and would conclude on November 7, 2016. With the recent completion of the 2014 update of Orange County's Long-Range Transportation Plan (LRTP) and the fact that M2 is the cornerstone of that plan, OCTA staff will capitalize on this effort and use research and outreach performed as part of the LRTP update, as appropriate, to assist with the M2 Ten-Year Review. Additional research and analysis will be performed to review all elements as identified in Ordinance No. 3. The completion of the review is planned for no later than early 2017, but would likely be complete by mid-2016.

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

- The Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were publicly released on November 7, 2014 for a 90-day public comment period, which will close on February 6, 2015. (M2 Projects A-M)

- The City of Anaheim opened the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue on December 31, 2014. ARTIC serves all trains and other transportation activities that were served by the now closed station located in the Anaheim stadium parking lot. (M2 Project T)
- The State Route 57 (SR-57) freeway improvement project from Katella Avenue to Lincoln Avenue was opened to traffic with all remaining construction activity planned to be completed next quarter. (M2 Project G)
- The construction contract was awarded on December 8, 2014 for the Interstate 5 (I-5) widening project from Avenida Pico to Avenida Vista Hermosa and construction is anticipated to begin in March 2015. (M2 Project C/D)
- On October 27, 2014, OCTA released a request for proposals to procure project management consultant services during the engineering and construction phases of the Santa Ana-Garden Grove Street Car Project. Staff is currently reviewing proposals submitted and expects to seek Board approval for the consultant selection on February 23, 2015. (M2 Project S)
- The design phase began for the I-5 freeway widening project from Oso Parkway to Alicia Parkway and procurement for the design contracts are underway for the I-5 project from State Route 73 (SR-73) to Oso Parkway, and for the I-5 project from Alicia Parkway to El Toro Road, respectively. (M2 Project C and M2 Project D)
- The design-build procurement plan for the Interstate 405 (I-405) freeway project between Interstate 605 (I-605) and State Route 55 (SR-55) was presented to the Board on October 27, 2014, along with approval to release the design-build request for consultant qualifications. The request to enter into a design-build cooperative agreement with the California Department of Transportation (Caltrans) was presented to the Board on December 8, 2014; it is anticipated that a revised draft cooperative agreement will be presented to the Board for approval in February 2015. (M2 Project K)
- The environmental phase for the I-405 freeway improvement project from the SR-55 to the I-5 was initiated and is anticipated to be complete in mid-2017. (M2 Project L)
- The project study report/project development support document (PSR-PDS)

was signed by Caltrans for both the SR-57 project from Orangewood Avenue to Katella Avenue (M2 Project G) and the State Route 91 (SR-91) project from SR-57 to SR-55. (M2 Project I)

- The call for projects for the Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP) closed on October 24, 2014. Twenty seven applications were received for the RCP and 16 were received for the RTSSP, respectively. Approximately \$50 million in funding is expected to be made available for projects through these programs. (M2 Project O and Project P)
- On October 13, 2014, the Board approved the Environmental Oversight Committee's recommendations for a financial framework related to the Freeway Mitigation Program endowment. (M2 Projects A-M)

The following recent accomplishment(s) have taken place after the close of the first quarter:

- On January 12, 2015, the PSR-PDS was signed by Caltrans for SR-55 project from I-5 to SR-91. (M2 Project F)
- On January 16, 2014, a Sacramento Superior Court judge issued a final decision on litigation the American Council of Engineering Companies (ACEC) brought against Caltrans challenging the constitutionality of the design-build authority provided under AB 401 (Chapter 586, Statutes of 2013). The ACEC lawsuit questioned the legality of a stipulation in the new state law that requires Caltrans to perform certain construction inspection services on the project. The superior court found that the provisions of AB 401 were constitutional, rejecting the claims brought forward by the ACEC. It is currently unknown whether the ACEC will appeal this decision, which could potentially put design-build authority in jeopardy again. As of now, transportation agencies are authorized to use the design-build authority granted by AB 401 until its expiration on January 1, 2024. (M2 Project K)

A critical factor in delivering M2 freeway projects is to ensure project scope, schedule, and budget remain on target. Project scope increases, project delays, and resulting cost increases can quickly affect project delivery. As part of the project development process, Caltrans is requiring a broader range of alternatives to be studied to meet broader state highway system needs and/or requirements. Additionally, Caltrans' emphasis to address high-occupancy vehicle degradation is putting new demands on freeway projects moving forward as Measure M was envisioned to provide general traffic congestion relief. These

issues have become a risk on the pending (mainline projects not yet environmentally cleared) freeway projects as these considerations could expand the project's footprint/costs, schedule, and overall viability. It is imperative that OCTA and Caltrans remain coordinated and find common ground despite varying priorities.

Caltrans and OCTA have made significant improvements over this past year; however, there are a number of issues that remain a challenge. Staff continues to work with Caltrans to manage project scope and schedule as they relate to the delivery of M2. For example, the environmental phase for the SR-55 project between the I-405 and I-5 remains on hold. OCTA staff submitted the draft environmental document and technical studies developed under the direction of the Project Development Team, but Caltrans will not accept the project deliverables as transmitted. The draft environmental document and technical studies must be approved by Caltrans in order to proceed with the public review period and the public hearing. Following management-led conversation, Caltrans staff withdrew a request to study an additional alternative; however, requests for modifications to OCTA's traffic study assumptions remain and have been reiterated. These changes would result in up to a 17-month delay, and increase project cost due to the necessity to revise technical studies, as well as cost escalation resulting from the delay. A staff report specifically on this project will be brought to the Board in March 2015. (M2 Project F)

M2020 Plan Update

Staff had planned to provide a separate update on the progress of the M2020 Plan as a whole to the Board in March 2015. However, since schedules on a few key freeway projects are currently being analyzed, it is more prudent to defer the update until the schedule assumptions can be clarified. In the meantime, pages one through four of Attachment A (in every M2 quarterly report) include OCTA's progress on delivering the 14 objectives identified in the M2020 Plan.

To date, all 14 objectives are on track to be delivered as adopted by the Board. The only area of concern is delivery of the freeway program which will continue to be monitored with progress and challenges reported to the Board. The PMO, working closely with OCTA's division directors and project managers, will continue to monitor and analyze risks associated with delivering the M2 program of projects. Staff will continue to keep the Board informed on these challenges through Capital Programs metrics staff reports, separate project specific staff reports, and these quarterly progress reports.

Summary

As required by M2 Ordinance No. 3, a quarterly report, covering activities from October 2014 through December 2014, is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website. Hard copies are available by mail upon request

Attachment

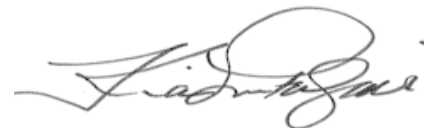
- A. Measure M2 Progress Report – Second Quarter of Fiscal Year 2014-15 – October 1, 2014 through December 31, 2014.

Prepared by:



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

Approved by:



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

Second Quarter Highlights

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



Measure M2

Progress Report



Second Quarter of Fiscal Year 2014-15
 October 1, 2014 through December 31, 2014



Measure M2

Progress Report



SUMMARY

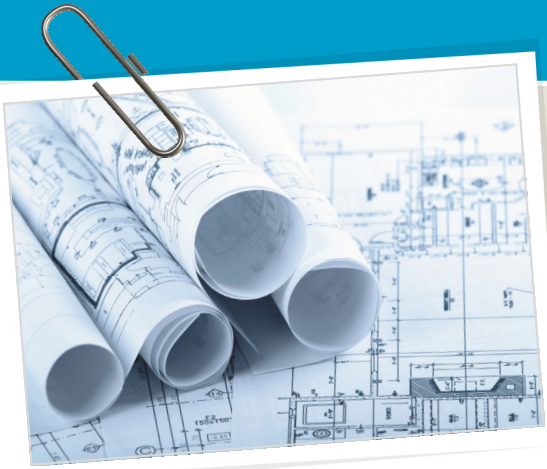
As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities **from October 1, 2014 through December 31, 2014** is provided to update progress in implementing the M2 Transportation Investment Plan.

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



Measure M2

Progress Report



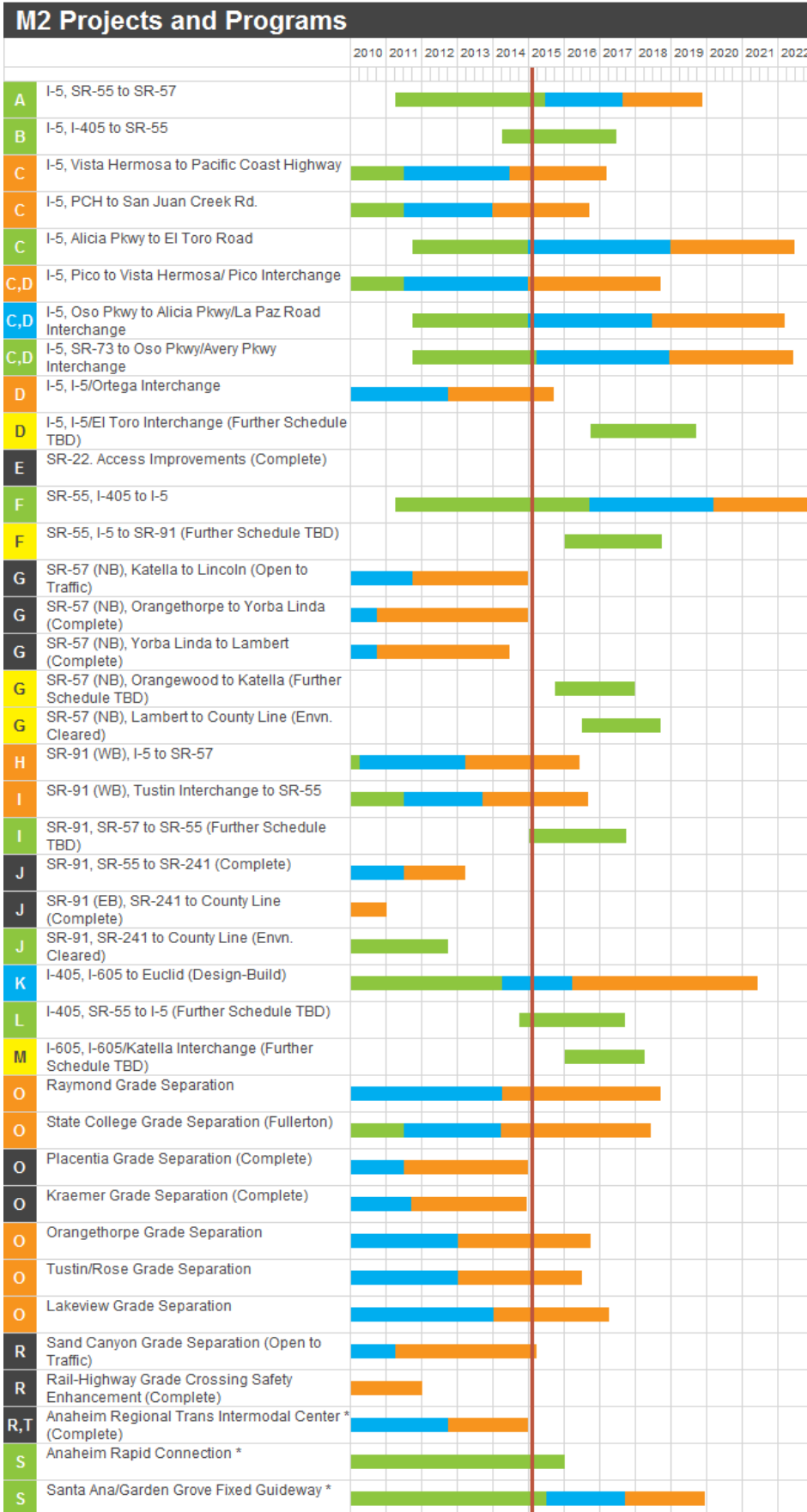
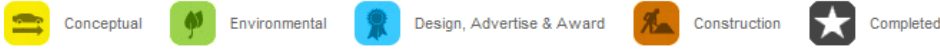
SECTION	PROJECT	PAGE
M2020 Plan Update		1
Freeway Program (Projects A-N)		7
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State Route 22 (SR-22) Project	{E}	10
State Route 55 (SR-55) Projects	{F}	11
State Route 57 (SR-57) Projects	{G}	11
State Route 91 (SR-91) Projects	{H — J}	13
Interstate 405 (I-405) Projects	{K — L}	15
Interstate 605 (I-605) Projects	{M}	16
Freeway Service Patrol	{N}	17
Streets and Roads (Projects O, P and Q)		18
Regional Capacity Program	{O}	18
Regional Traffic Signal Synchronization	{P}	21
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Transit Programs (Projects R, S, T, U, V and W)		24
High Frequency Metrolink Service	{R}	24
Transit Extensions to Metrolink	{S}	25
Regional Gateways for High-Speed Rail	{T}	27
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Community Based Transit / Circulators	{V}	29
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Environmental (Project X and Freeway Mitigation Program)		31
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M2 Local Funding by Agency		41
Capital Action Status		43

Measure M2

Progress Report



Project Schedules



* Projects managed by local agencies.

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

Project S schedule is subject to OCTA Board direction and approved funding.

Shown schedules are subject to change.



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

M2020 Plan Update

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

Progress Update

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

M2020 Plan Objectives

1. Deliver 14 M2 freeway projects.

Three of the 14 projects are complete, SR-91 between SR-55 and SR-241 (Project J), SR-57 between Yorba Linda Boulevard and Lambert Road (Project G), and SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard. SR-57 between Katella Avenue and Lincoln Avenue (Project G) is wrapping up with the lane addition now open to traffic. Additionally, another six projects are currently under construction. The I-5 project between SR-73 and El Toro Road (Project C) will be staged as three project segments going forward; one segment is in the design phase and the consultant contract procurements for the other two segments' design phases are underway. The I-405 project between SR-55 and I-605 (Project K) is currently in the final environmental and initial design phases. Two of the 14 projects are in the environmental phase. For more details, see previous page (Project Schedules) and the project updates contained in the following pages.

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

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

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

To date, OCTA has awarded local agencies nearly \$200 million in Project O and Project P funds and has paid out nearly \$46 million or 23% of the awarded funding for local streets and roads improvements, which have either started construction or are scheduled to start construction in the next 3-5 years. Additionally, more than \$634 million is Board-approved for the OC Bridges Program's grade separation projects. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, since inception, approximately \$151 million of Local Fair Share funds (Project Q) has already been distributed to local agencies. Approximately \$49 million will be distributed this year, and this amount will grow annually.

Continues on the next page...

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

Through M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. The signal program will meet the target early (prior to 2020) of synchronizing at least 2,000 signalized intersections by early 2017. There have been four rounds of funding to date, providing a total of 62 projects with more than \$40 million in funding awarded by the Board since 2011.

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

Although well underway before the M2020 Plan was adopted, part of Project R (Metrolink Grade Crossing Improvements) was completed in conjunction with the Metrolink Service Expansion Plan (MSEP). This enhanced 52 Orange County rail-highway grade crossings with safety improvements, whereby the cities of Anaheim, Dana Point, Irvine, Orange, Santa Ana, San Clemente, San Juan Capistrano, and Tustin have established quiet zones at respective crossings. Additionally, within this Measure M program, funding is provided for rail line and station improvements to accommodate for increased service. Rail station parking lot expansions, such as improvements at Fullerton and Tustin stations, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway.

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

The Riverside County Transportation Commission, Los Angeles County Metropolitan Transportation Authority and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains. The proposed schedule change would end four mid-day trips between Fullerton and Laguna Niguel/Mission Viejo and deploy one mid-day roundtrip between Laguna Niguel/Mission Viejo and Los Angeles. It is necessary for the proposed schedule change to take place during a regularly planned Metrolink schedule change; the next schedule change is planned for April 2015. The proposed new schedule implementation is dependent on approval of the MOU as well as the timing of the regularly planned Metrolink schedule changes.

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

In December 2014, the Federal Transit Administration (FTA) authorized the release of the Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) for the Santa Ana/ Garden Grove Street Car Project; the Santa Ana City Council is expected to certify the REA/FEIR in January 2015 and FTA is expected to issue a Finding of No Significant Impact soon thereafter. With the conclusion of the environmental phase, the project will advance into further design and engineering once approved into the FTA New Starts Program. For the Anaheim Rapid Connection Project, preparation of environmental documentation is underway. To address concerns regarding project costs and right-of-way needs, the Anaheim City Council has requested that additional alignment alternatives be evaluated during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule, project definition and supporting technical studies for review and comment in late January. Completion of the environmental phase is anticipated in 2016. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and approximately \$11 million to the City of Santa Ana, totaling approximately \$29 million. This total is in addition to the proposed \$575 million to implement the fixed-guideway projects.

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

This quarter, construction work on the site, rail corridor, and terminal building were substantially completed at the Anaheim Regional Transportation Intermodal Center (ARTIC). The City of Anaheim, who lead the construction effort, opened the facility to rail and bus service on December 6, 2014, held a ribbon cutting ceremony on December 8, 2014 and a grand opening celebration on December 13, 2014. The Metrolink and Amtrak Anaheim Station Service has now shifted from its prior location in the Anaheim Stadium parking lot to the new location at ARTIC. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated in the first half of 2015.

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

To date, approximately \$26 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.

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

On June 24, 2013, the OCTA Board of Directors approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. This has been the only round of funding to date. OCTA staff presented a staff report to the Technical Advisory Committee on October 22, 2014 requesting letters of interest for the next call for projects. These letters were due to OCTA by December 31, 2014; seven letters of interest were received. Staff will go to the Board in February to provide a status report on the project.

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

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

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

The draft NCCP/HCP along with the draft environmental document (EIR/EIS) were both released for a 90-day public review period in November 2014. Public meetings were held in November and December 2014. The close of the public comment period for these documents is February 6, 2015. Staff anticipates the public release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in the spring of 2015. These RMP's will determine the appropriate management needs (consistent with the NCCP/HCP) of each of the acquired properties. The final NCCP/HCP is anticipated to be brought to the Board for adoption in late 2015 or early 2016. The remaining sixth property, along with any future acquired property, will be the subject of future releases once biological surveys have been conducted and will follow a similar process.

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

To date, there have been four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of over \$11 million have been awarded by the OCTA Board since 2011.

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

There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of over \$27 million have been awarded by the OCTA Board since 2013.



Key:



On Track



At Risk



One To Watch



Complete

M2020 Risk Update

The M2020 Plan identified ten major risks that may impact the aggressive advancement of M2 projects and programs. OCTA recognized that these risks need to be actively addressed to ensure delivery of the Plan by 2020. These risks are listed below with associated proposed actions and explanations. Additionally, as other risks and challenges to delivery are identified, they will likewise be incorporated here either as separate items, or as expansions to the ten major M2020 risks. Three of the ten major are no longer considered risks, as measures were completed to address them. Find detailed information about these in previous editions of this quarterly report.

	Organizational Risk	Proposed Action	Explanation
1	Availability of specialized staff given the scope of right-of-way (ROW) activities for the various freeway construction activities. The heavy demand on Caltrans ROW resources will be a challenge for early acquisition. This is further challenged by a change in meeting frequency by the California Transportation Commission, a necessary step in ROW settlement.	The organizational assessment reviewed OCTA's ROW department's resources, capabilities, and workload, and developed recommendations to address the needs of M2 and the M2020 Plan. OCTA and Caltrans will need to work closely to address the issue of Caltrans' limited ROW resources. This will need to be managed to limit the risk.	Some of OCTA resource needs were increased in the form of consultant contracts. Other resource needs will need to be addressed as projects come online. Timely ROW acquisition and utility clearance has proven to be a key factor in reducing risk on construction projects. Expert and timely coordination between OCTA and Caltrans is imperative to manage this risk.
2	Availability of management and technical capabilities to deliver/operate future rail guideway projects.	Prepare a report on guideway project delivery and operation management plans concurrent with completion of the respective environmental phase.	On October 27, 2014, OCTA released a Request for Proposals to procure project management consultant services for the upcoming engineering and construction phases of the Santa Ana/Garden Grove Streetcar Project. The selected project management consultant will assist OCTA in the development of plans related to project delivery, as well as management and operations. Preparation of environmental documentation for the Anaheim Rapid Connection project is underway; ARC project implementation and funding will be addressed in 2015.
3	Exposure to added bond costs due to schedule changes.	Staff developed a Plan of Finance that is in line with current project and program plans to address the optimal finance dates and structure. It was approved by the Board on November 26, 2012.	The adopted Plan of Finance includes a conservative approach with three debt issuance dates to allow for flexibility in how much debt to incur and when. Staff reviewed the M2020 Plan and the adopted Plan of Finance and reaffirmed to the Board on September 9, 2013 that both are still deliverable to date. Staff is currently reviewing the Plan and anticipates providing an update to the Board in spring 2015.

Measure M2

Progress Report

M2020 RISK UPDATE



Key:

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

	Organizational Risk	Proposed Action	Explanation
4	<p>Delay in project phases affecting overall costs and ability to deliver M2020. (Varying perspectives between Caltrans and OCTA with regard to freeway program delivery is relevant to this risk.)</p>	<p>Identify critical program activities and develop strategies to minimize delays. The M2 promise to the voters must be kept. OCTA and Caltrans will need to work together to find common ground and allow for project delivery, which is critical to the success of both agencies.</p>	<p>A critical factor in delivering the M2020 Plan is keeping project costs and schedules on target. Stalled projects, like Project F currently in PA/ED, could jeopardize delivery of M2 overall. All projects must remain on-track to ensure overall Plan delivery. Additionally, Caltrans and OCTA must remain coordinated, despite varying charges. OCTA is the funding agency, whose M2 mandate is to deliver projects promised to the voters while limiting impacts to the community. Caltrans' strategy is to address ultimate need for long-term solutions whenever possible. The challenge is how to balance these strategies.</p>
5	<p>Changes in priorities over the life of the program.</p>	<p>Implement a defined process to assess tradeoffs of changes in priorities.</p>	<p>The Plan of Finance adopted by the Board in 2012 included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.</p>
6	<p>Legislative authority to use design/build for delivery methods was achieved with the OCTA-sponsored legislation AB 401 authored by Tom Daly and signed into law on September 25, 2013. This authority is threatened by the lawsuit filed by the American Council of Engineering Contracts (ACEC) which is challenging portions of the statutory language.</p>	<p>OCTA staff is monitoring the lawsuit and providing information and input as appropriate. With the Preferred Alternative selection by Caltrans on I-405 (Project K), OCTA can move forward with the planned design/build method of delivery if the construction contract is in place prior to or within one year of a negative outcome on the lawsuit.</p>	<p>If ACEC prevails in the lawsuit, the design/build authority provided under AB 401 would expire one year after Caltrans posts the notice of legal decision. If the construction contract is not in place at that time, it would impact OCTA's authority to use a design/build process to deliver the I-405 (Project K). The case is expected to be heard in January 2015.</p>
7	<p>Internal/external agency functional units not available, overloaded, or have competing priorities.</p>	<p>The Organizational Assessment conducted a workload analysis to determine what is required for staffing and contracting out to deliver the M2020 Plan. The review in particular focused on contracting, project management, project controls, and accounts payable resources. Proposed actions also include partnering with Caltrans to align priorities and resources.</p>	<p>The Organizational Assessment recommended department structure changes and resource needs. Caltrans resources are also a concern and OCTA staff will continue to work with Caltrans to address our needs. Some of OCTA resource needs have been included in the form of consultant contracts. Availability of specialized resources such as environmental or ROW within the Caltrans organization requires attention.</p>

Measure M2

Progress Report

FREEWAYS



Interstate 5 (I-5) Projects

Project A

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

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

Status: Finalizing Project Approval/Environmental Document Phase

Summary: This project will increase HOV lane capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. During the quarter, the Project Development Team selected the preferred build alternative, which will remove the existing barrier between the HOV lane and general purpose lane, add a second HOV lane, and remove the I-5 Main Street HOV on and off ramps to accommodate the second HOV lane. Additionally, the public comments that were received during the public review period (ending September 12, 2014) were incorporated into the final environmental document and project report, which will both be submitted to Caltrans for review and approval next quarter. On October 13, 2014, the OCTA Board of Directors (Board) approved the release of the request for proposals for the design work. The completion of the environmental phase is expected in February 2015 and final design is scheduled to begin in mid-2015. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Project B

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

I-5 (SR-55 to the El Toro “Y” Area)

Status: Project Approval/Environmental Document Phase Underway

Summary: This project will add one general purpose lane in each direction of the I-5 corridor and improve the interchanges in the area between SR-55 and SR-133 (near the El Toro “Y” and I-405) in Tustin and Irvine. The environmental study will consider the addition of one general purpose lane on the I-5 between just north of I-405 to SR-55. Additional features of Project B include improvements to various interchange ramps. Auxiliary lanes could be added in some areas and re-established in other areas within the project limits. During the quarter, the Project Development Team continued engineering and environmental work, which included aerial mapping, geometric development, and continued development of the Noise Work Plan and the Air Quality Work Plan. On January 26, in the City of Irvine and January 28th in the City of Tustin, OCTA and Caltrans will hold public information meetings to inform the public of the breath of the upcoming project. The draft Project Report and draft Environmental Document are expected to be complete in June 2016, and the final Environmental Document is expected to be complete in April of 2017.



Project C & Part of Project D

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

I-5 (SR-73 to El Toro Road)

Status: Began Design Phase (Segments 2); Began Procurement Activities for Design Phase (Segments 1 and 3)

Summary: This project will make improvements along the I-5 between the SR-73 and El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Niguel, Laguna Woods and Mission Viejo. The proposed improvements include the addition of a general purpose lane in each direction from Avery Parkway to Alicia Parkway, the extension of the second HOV lane from Alicia Parkway to El Toro Road, and reconstruction of the La Paz Road and Avery Parkway Interchanges (parts of Project D). This project is divided into three segments for design and construction phases: segment 1 is from SR-73 to Oso Parkway, segment 2 is from Oso Parkway to Alicia Parkway, and segment 3 is from Alicia Parkway to El Toro Road. Although these three segments will be split for the design and construction phases, the environmental phase was completed for all segments under one Environmental Document and Final Report; the Project Approval and Environmental Document phase was completed in mid-2014. This quarter, the design phase began for segment 2 (Oso Parkway to Alicia Parkway). The design phase for segments 1 and 3 are anticipated to begin next quarter.

On September 2, 2014, OCTA entered into a cooperative agreement with Caltrans to provide oversight during the design phase as well as advertise and award the construction project, with an understanding that the agreement would be amended later to provide right-of-way support services by Caltrans. Right-of-way support services by Caltrans is required to complete the design phase and move the project forward to the construction phase. On December 11, 2014, OCTA sent Caltrans a letter requesting language on roles and responsibilities of Caltrans and OCTA regarding right-of-way support services to include in an amendment to the agreement. The amendment to include right-of-way support services will need to be executed by June 2015 to stay on schedule. Staff will continue to work with Caltrans to amend the agreement.

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

I-5 (Avenida Pico to Avenida Vista Hermosa)

Status: Construction Contract Awarded

Summary: This segment will add a carpool lane in each direction on the I-5 between Avenida Pico and Avenida Vista Hermosa in San Clemente, and also includes major improvements to the Avenida Pico Interchange (part of Project D). During this quarter, project activities focused on awarding the construction contract, which occurred on December 18, 2014. Construction is anticipated to begin in March 2015 and is scheduled to be completed in March 2018.

Continues on the next page...

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FREEWAYS



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

I-5 (Avenida Vista Hermosa to PCH)

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

Status: Construction Underway

Summary: This segment will add a carpool lane in each direction of the I-5 between Avenida Vista Hermosa and Pacific Coast Highway in San Clemente. Construction began last quarter on September 2, 2014. During this quarter, project activities included some excavation for retaining wall work, and ground monitoring. Roadway and shoulder excavation work will begin next quarter. Construction is scheduled to be complete in March 2017.

I-5 (PCH to San Juan Creek Road)

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

Status: Construction Underway

Summary: This segment will add a carpool lane in each direction of the I-5 between Pacific Coast Highway (PCH) and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano. Construction began on March 3, 2014. During this quarter, construction crews continued work on the PCH Connector Bridge, Camino Capistrano on-ramp, sound walls and roadway excavation. Construction work is 34 percent complete, and is anticipated to be complete in September 2016.

Project D

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

I-5/ El Toro Road Interchange

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

Status: Final Draft Project Study Report/ Project Development Support Document Revised

Summary: The draft Project Study Report/Project Development Support (PSR-PDS) document includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and one alternate access point adjacent to the interchange. This quarter, OCTA and Caltrans staff continued to address their varying perspectives on the proposed draft project alternatives in consultation with the City of Lake Forest and the City of Laguna Hills. Modified alternatives were presented to Caltrans. Caltrans approved the modified alternatives, with one additional request. Per Caltrans request, OCTA has submitted a revised PSR-PDS. Caltrans is currently reviewing the revised document and has committed to providing an expedited final review of the updated PSR/ PDS.

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...Project D continued from previous page

I-5/ Ortega Highway Interchange

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

Status: Construction Underway

Summary: Construction began in February 2013 to reconstruct the SR-74 Ortega Highway Bridge over the I-5, and improve local traffic flow along the SR-74 and Del Obispo Street in the City of San Juan Capistrano. During this quarter, demolition and reconstruction activities on the north-half of the bridge began. Roadwork on the west side of the freeway was completed and traffic was shifted to the new south-half of the bridge in early December 2014. All project areas west of the I-5 are open to traffic. Construction is 60 percent complete, and the project is expected to be complete in September 2015.

State Route 22 (SR-22) Projects

Project E

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

SR-22 Access Improvements



Status: PROJECT COMPLETE

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

Measure M2

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FREEWAYS



State Route 55 (SR-55) Projects

Project F

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

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

Status: Project Approval/Environmental Document Phase - ON HOLD

Summary: This project will widen SR-55 in the cities of Irvine, Santa Ana, and Tustin. The environmental phase for the SR-55 between the I-405 and I-5 has been put on hold. Last quarter, the Project Study Team completed the draft Project Report and draft Environmental Document for the studied alternatives. This quarter, Caltrans reiterated their request for additional traffic studies, which if incorporated would incur up to an additional 17-month delay. Overall, the project has already been delayed over one year. Cost escalation on this project is an overall project delivery risk. The project is marked “red” in the Capital Action Plan.

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

SR-55 (I-5 to SR-91)

Status: Final Draft Project Study Report/Project Development Support Document Revised

Summary: This project will add capacity between the I-5 and SR 22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. All of the project alternatives in the draft Project Study Report/Project Development Support (PSR-PDS) include the addition of one general purpose lane in each direction between SR-22 and Fourth Street and operational improvements between Lincoln Avenue and SR-91. Other improvements being considered consist mostly of additional operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. This quarter, OCTA staff refined the draft PSR-PDS using input from Caltrans and the final draft was resubmitted to Caltrans for approval. Caltrans’ approval is expected in early January 2015, which will finalize the PSR-PDS document and advance the project to the Project Approval/Environmental Document Phase of project development.

State Route 57 (SR-57) Projects

Project G

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

SR-57 NB (Lambert Road to Tonner Canyon Road)

Status: Project Study Report/Project Development Support Complete

Summary: OCTA previously completed a Project Study Report/Project Development Support (PSR-PDS) document for the Lambert Road to Tonner Canyon Road segment, which will add a truck-climbing lane from Lambert Road to Tonner Canyon Road. The segment will be cleared environmentally by 2020. Future work will be planned so that it coincides with related work by the Los Angeles Metropolitan Transportation Authority across the county line.

Measure M2

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FREEWAYS



Project G continued from the previous page...

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

SR-57 NB (Yorba Linda Boulevard and Lambert Road)



Status: PROJECT COMPLETE

Summary: This project increased capacity and improved operations by widening the northbound SR-57 between Yorba Linda Boulevard and Lambert Road with the addition of a new general purpose lane, as well as other improvements. Construction was completed on May 2, 2014 for this segment.

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

SR-57 NB (Orangethorpe Avenue and Yorba Linda Boulevard)



Status: PROJECT COMPLETE

Summary: This project increased capacity and improved operations by widening the northbound SR-57 between Orangethorpe Avenue and Yorba Linda Boulevard with the addition of a new general purpose lane, as well as other improvements. Final traffic striping was completed on this segment and the new general purpose lane was opened to traffic on April 27, 2014. The project was completed on November 06, 2014.

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

SR-57 NB (Katella Avenue and Lincoln Avenue)

Status: New Lane Open to Traffic

Summary: This project will increase capacity and improve operations by widening the northbound SR-57 between Katella Avenue and Lincoln Avenue with the addition of a new general purpose lane, as well as other improvements. This quarter, the new freeway lanes were opened to traffic on November 20, 2014. An open to traffic ceremony was held on December 22, 2014. This segment is approximately 99 percent complete and the total project is anticipated to be complete by February 2015. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.

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

SR-57 NB (Orangewood Avenue to Katella Avenue)

Status: Project Study Report/Project Development Support Document Approved

Summary: OCTA initiated a Project Study Report/Project Development Support (PSR-PDS) document to add capacity in the northbound direction of SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the northbound general purpose lane, which was recently opened to traffic between Katella Avenue and Lincoln Avenue. This quarter, the PSR-PDS was approved by Caltrans. The project will now advance to the Project Approval/Environmental Document Phase of project development.

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State Route 91 (SR-91) Projects

Project H

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

SR-91 WB (SR-57 to I-5)

Status: Construction Underway

Summary: This project will add capacity in the westbound direction of SR-91 by adding an additional general purpose lane in the westbound direction between Anaheim and Fullerton, and provide operational improvements at on and off ramps between Brookhurst Street and State College Boulevard. This quarter, excavation work and the forming of abutments, piers and bents continued at the six bridges that require widening. The bridges remain open to traffic. Construction is approximately 60 percent complete. This project is anticipated to be complete in November 2015.

Project I

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

SR-91 (SR-55 to Tustin Avenue Interchange)

Status: Construction Underway

Summary: This project will improve traffic flow at the SR-55/ SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project is intended to relieve weaving congestion in this area. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. This quarter, work continued on excavation, and the pouring of retaining walls and piers for the Santa Ana River Bridge widening. Construction is approximately 28 percent complete. The project is anticipated to be complete in early 2017.

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

SR-91 (SR-57 to SR-55)

Status: Project Study Report/Project Development Support Document Approved

Summary: This project will improve traffic flow and operations along the eastbound SR-91 within the cities of Fullerton and Anaheim. The Project Study Report/Project Development Support (PSR-PDS) considers the addition of one general purpose lane between SR-57 and SR-55, and one general purpose lane westbound from Glassell Street to State College Boulevard. Additional features of this project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in other segments within the project limits. This quarter, the PSR-PDS was approved by Caltrans. The project will now advance to the Project Approval/Environmental Document Phase of project development. The project is marked "red" in the Capital Action Plan, indicating at least a three month delay.



Project J

SR-91 Eastbound (SR-241 to SR-71)



Status: PROJECT COMPLETE

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

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

SR-91 (SR-241 to SR-55)



Status: PROJECT COMPLETE

Summary: This completed Project J segment added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding twelve lane miles to SR-91, the project also delivered a much needed second eastbound exit lane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/ Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping and soundwalls. Completion of this project in March 2013 means a total of eighteen lane miles have been added to SR-91 since December 2010.

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

SR-91 (SR-241 to I-15)

Status: RCTC's Design-Build Construction Underway

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-71 to I-15, and construct various interchange and operational improvements. On December 11, 2013, the Riverside County Transportation Commission's (RCTC) contractors broke ground on this \$1.3 billion freeway improvement project. While the portion of this project between SR-241 and the Orange County/ Riverside County line is part of Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. With RCTC's focus on extending the 91 Express Lanes and adding a general purpose lane east of SR-71, construction of the final additional general purpose lane between SR-241 and SR-71 will take place post-2035. (RCTC is responsible for the lane between Green River and SR-71 while OCTA will be responsible for the lane west of Green River to SR-241.) To maintain synchronization, these general purpose lanes improvements, which span both counties, will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR 71. This action is consistent with the 2014 SR-91 Implementation Plan.

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

Measure M2

Progress Report

FREEWAYS



Interstate 405 (I-405) Projects

Project K

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

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

Status: Finalizing Environmental Phase

Summary: OCTA is preparing an environmental study to widen the I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add mainline capacity and improve the local interchanges along the corridor from the I-605 to Euclid Street. The OCTA Board of Directors recommended Alternative 1 as the preferred alternative to Caltrans. Alternative 1 adds one general purpose (GP) lane in each direction on I-405 between Euclid Street and I-605, and is consistent with the Measure M2 commitment. On July 25, 2014, Caltrans chose Alternative 3 as the preferred alternative, to be implemented in a phased approach. Under this phased approach, OCTA would construct one GP lane in each direction from Euclid Street to I-605, consistent with Measure M2, as the first phase of the project. Caltrans intends to pursue funding to implement the second phase, in which Caltrans would construct an additional lane in each direction that would combine with the existing HOV lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. Caltrans currently has not identified funding for its proposed second phase and a schedule for implementation is unknown. On September 22, 2014, the Board reasserted its position and directed staff to proceed with implementing the M2 commitment of adding one additional GP lane in each direction. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

During the quarter, the design-build procurement plan was presented to the Board on October 27, 2014 and the request to release the design-build request for qualifications was approved. The request to enter into a design-build cooperative agreement with Caltrans was presented to the Board on December 8, 2014; it is anticipated that a final draft cooperative agreement will be presented to the Board for approval in February 2015. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay. Additional project risks include potential escalation of costs associated with further delay, compression of time available for ROW acquisition, and the potential for future delay related to the American Council of Engineering Companies (ACEC) lawsuit against Caltrans. The ACEC lawsuit questions the legality of a stipulation in the new state law AB 401 that requires Caltrans to perform certain construction inspection services on the project. AB 401 provides OCTA authority to utilize design-build on this project and that opportunity could potentially be lost in an adverse court decision. The case is expected to be heard in mid-January.



Project L

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

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

Status: Began Project Approval/Environmental Document Phase

Summary: This project will add one general purpose lane in each direction of the I-405 corridor and improve the interchanges in the area between I-5 and SR-55 in Irvine. Additional features of Project L include improvements to various interchanges, auxiliary lanes and ramps. During the quarter, the contract was signed on December 10, 2014 to initiate engineering and environmental work. The final Environmental Document is expected to be complete in mid-2017.

Interstate 605 (I-605) Projects

Project M

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

I-605 Interchange Improvements

Status: Draft Final Project Study Report/Project Development Support Document Under Review

Summary: This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Improvements under this project may include enhancements at the on-ramps and off-ramps in addition to operational improvements on Katella Avenue at the I-605 Interchange. Last quarter, the Project Study Team finalized three conceptual project alternatives to be studied as part of the Project Study Report/Project Development Support (PSR-PDS) document. During the quarter, Caltrans continued its draft PSR-PDS review. OCTA anticipates receiving comments early in the next quarter, and will address Caltrans' comments in a final draft, to be submitted in the next quarter.

Measure M2

Progress Report
FREEWAYS



Project N

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

Freeway Service Patrol

Status: Service Ongoing

Summary: M2's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to quickly clear freeway lanes and minimize congestion. During this quarter, the mid-day service provided assistance to 1,324 motorists, weekend service provided assistance to 767 motorists, and construction service provided assistance to 1,526 motorists. Since inception, M2 and Construction funded FSP has provided a total of 28,115 assists to motorists on the Orange County freeway system.



Project O

Regional Capacity Program

Status: 2015 Call for Projects Underway

Summary: This program, in combination with required local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. On August 11, 2014, the Board approved the release of the 2015 Call for Projects, making approximately \$35 million available to fund additional road improvements throughout the county. On October 24, 2014, local agencies submitted 27 applications for funding. During the quarter, the review of submitted applications began; recommendations will be brought to the Board in mid-2015. To date, there have been four rounds of funding. A total of 80 projects in the amount of more than \$161 million have been awarded by the Board since 2011. With Board approval anticipated this spring, the fifth round of funding will increase this total award amount.

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

OC Bridges Railroad Program

This program will build seven grade separations (either under or over passes) where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe Railroad in North County. A status for each of the seven projects follows. As of the end of this quarter, five grade separation projects are under construction and two are complete (Kraemer and Placentia).

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

Kraemer Boulevard Grade Separation



Status: PROJECT COMPLETE

Summary: The project located at Kraemer Boulevard railroad crossing is now grade separated and open to traffic. The project separated the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. The grade separation was opened to traffic on June 28, 2014, and an event was held on July 8, 2014 to commemorate the opening. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities. The contractor will continue with plant establishment work through next quarter.

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

Continues on the next page...

Measure M2

Progress Report

STREETS & ROADS



...Project O continued from previous page

Lakeview Avenue Grade Separation

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

Status: Construction Underway

Summary: The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing and reconfigure the intersection of Lakeview and Orangethorpe. Construction began on July 1, 2014. Project activities this quarter included advanced utility relocation work, sewer and street drainage facility work, waterlines, and retaining wall construction. Construction progress is approximately 15 percent complete and is expected to be complete by the end of 2016.

Orangethorpe Avenue Grade Separation

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

Status: Construction Underway

Summary: The project located at Orangethorpe Avenue railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction, which continued during the quarter. On December 8, 2014 the Board approved an amendment to the cooperative agreement to allow for additional necessary design services. Construction activities this quarter included pile driving for retaining walls and bridge abutments, utility relocation, clearing and grading, and demolition of the Miller Avenue Bridge. Orangethorpe Avenue, from Miller Street to Chapman Avenue, was closed to traffic on August 11, 2014. Chapman Avenue will be closed on January 5, 2015 for approximately 8 months; extensive public outreach efforts have been performed to notify the public of the upcoming closure. Construction progress is approximately 33 percent complete and the project is expected to be completed by mid-2016.

Placentia Avenue Grade Separation



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

Status: PROJECT COMPLETE

Summary: The project located at Placentia Avenue railroad crossing is now grade separated and open to traffic. The project separated the local street from railroad tracks in the city of Placentia by building an underpass for vehicular traffic. An event was held on March 12, 2014 to commemorate the opening to traffic. Construction is complete and construction close-out activities were performed this quarter. Project acceptance by the City of Anaheim and the City of Placentia, respectively, occurred in December 2014 and OCTA has turned over the maintenance responsibilities to the cities. The contractor will continue with plant establishment work through next quarter.

Continues on the next page...



Project O continued from the previous page...

Raymond Avenue Grade Separation

Status: Construction Underway

Summary: The project located at Raymond Avenue railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing construction and OCTA will provide construction oversight, public outreach, railroad coordination and right-of-way support. Construction began on June 2, 2014. Activities this quarter included advanced utility work, site clearing, Fullerton Creek Channel improvements, various street drainage facility work, and railroad retaining wall construction. Construction progress is approximately 3 percent complete and is expected to be complete in early 2018.

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

State College Boulevard Grade Separation

Status: Construction Underway

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. The City of Fullerton is managing the construction and OCTA is providing construction oversight, public outreach, railroad coordination and right-of-way support. Construction activities this quarter included retaining wall shoring, various street drainage facility work, railroad retaining wall construction, as well as sewer, waterline and advanced utility relocation work. The intersection of State College Boulevard and East Valencia Drive will be closed on January 9, 2015 for approximately 2.5 years to allow for the construction of the new bridge at the railroad tracks. Extensive public outreach efforts have been performed to notify the public of the upcoming closure. Construction progress is approximately 20 percent complete and is expected to be completed by late 2017.

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

Tustin Avenue/ Rose Drive Grade Separation

Status: Construction Underway

Summary: The project located at Tustin Avenue/Rose Drive railroad crossing will grade separate the local street from railroad tracks in the cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction, which continued during the quarter. Activities this quarter included completion of the bypass road with a temporary railroad crossing. The bypass road and new Del Cerro Drive were opened to traffic on October 5, 2014. Paving and grading work continued, as well as the construction of retaining walls, placement of traffic signals, and work on drainage facilities. Construction progress is approximately 40 percent complete and is expected to be completed by early 2016.

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

Measure M2

Progress Report

STREETS & ROADS



Project P

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

Regional Traffic Signal Synchronization Program (RTSSP)

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

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate signals along 750 miles of roadway and 2,000 intersections as the basis for synchronized operation across Orange County. The program will enhance the efficiency of the street grid and reduce travel delay. To date, OCTA and local agencies have synchronized 1,413 intersections along 363 miles of streets. There have been four rounds of funding to date, providing a total of 62 projects with more than \$40 million in funding awarded by the OCTA Board since 2011.

Sixteen fiscal year (FY) 2010-11 Regional Traffic Signal Synchronization Program (RTSSP) projects are all underway. Fifteen of the sixteen projects are now complete and include new signal timing and signal system improvements. One project remains and is anticipated to be complete by June 30, 2015. These projects synchronize 550 intersections on 151 miles of roadways.

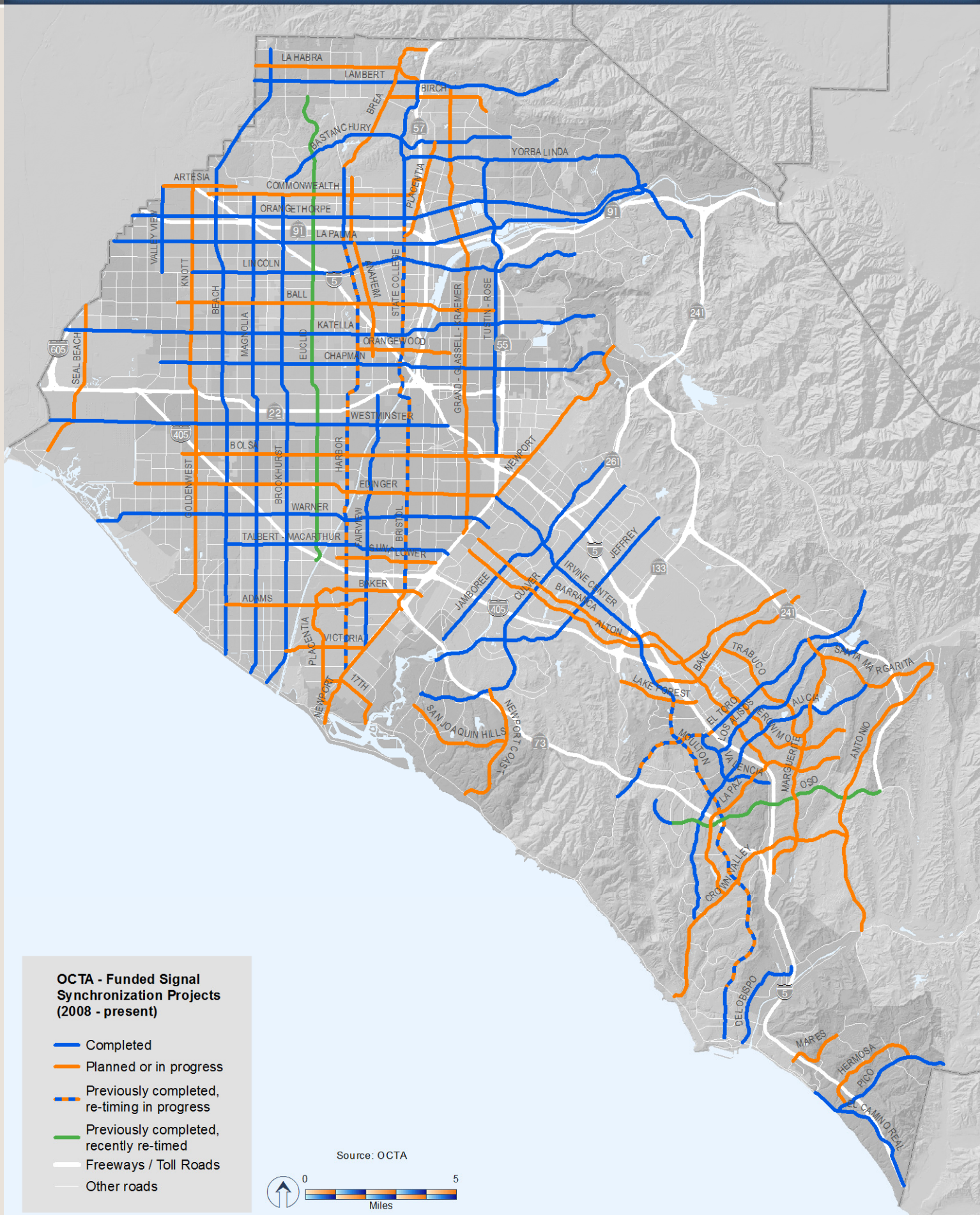
Twenty-three FY 2011-12 RTSSP projects are underway with implementation of signal timing and signal system improvements. These projects will synchronize an additional 522 intersections on 136 miles of roadways. Completion is anticipated in December 2015.

Thirteen FY 2012-13 RTSSP projects are underway. Administrative cooperative agreements have been executed between the stakeholder agencies for the thirteen projects. All projects have begun with implementation of signal timing and signal system improvements. These projects will synchronize an additional 366 intersections on 101 miles of roadways. Completion of these projects is anticipated for December 2016.

For FY 2013-14, \$8.4 million was allocated for 10 projects, two of which will be led by OCTA staff. Eight of these projects are underway being led by local agencies. OCTA has commenced the Cooperative Agreement process with the participating agencies on the two projects it will be leading. It is anticipated that these two projects will begin in early 2015.

On October 13, 2014, the Board of Directors approved a new bench of four on-call traffic engineering consulting firms to assist OCTA in producing Project P projects when OCTA is designated as project lead. This bench of consultants will provide services for OCTA-led projects awarded in FY 2013-2014, FY 2014-2015, and FY 2015-2016.

As part of the FY 2014-15 annual Call for Projects for the Regional Traffic Signal Synchronization Program, up to \$15 million will be available for signal synchronization projects. The Call for Projects closed on October 24, 2014. Recommendations for project funding will be determined early next quarter; it is anticipated that these recommendations will go to the Board for approval in April of 2015.



OCTA - Funded Signal Synchronization Projects (2008 - present)

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

Source: OCTA



Measure M2

Progress Report
STREETS & ROADS



Project Q

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

Local Fair Share Program

Status: Ongoing

Summary: This program provides flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. This program is intended to augment, not replace, existing transportation expenditures of the cities and the County. All local agencies have been found eligible to receive Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$151 million in Local Fair Share payments have been provided to local agencies as of the end of this quarter.

See page 41 for funding allocation by local agency.



Project R

High Frequency Metrolink Service

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

Metrolink Grade Crossing Improvements



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

Status: PROJECT COMPLETE

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

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

Metrolink Service Expansion Program

Status: Service Ongoing

Summary: Following the completion of Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/ Mission Viejo, primarily during mid-day and evening hours. Despite OCTA’s efforts in marketing, ridership on the intra-county MSEP trains remains lower than desired. Efforts are underway to increase the ridership through a redeployment of the trains, without significantly impacting operating costs on these trains. Part of OCTA’s re-deployment plan involves providing new trips from Orange County to Los Angeles County, but this is contingent on available funding and cooperation with involved partners.

Staff continues to work with the Burlington Northern Santa Fe Railroad (BNSF), the Riverside County Transportation Commission (RCTC), and the Los Angeles County Metropolitan Transportation Authority (Metro) to address track-sharing issues, operating constraints and funding that will impact the options for redeployment. RCTC, Metro and OCTA continue to work to secure approval of a Memorandum of Understanding (MOU) with BNSF Railway, which is necessary to operate the trains north of Fullerton.

Measure M2

Progress Report

TRANSIT



Project R continued from the previous page...

OCTA is also working with RCTC and Metro on a parallel path to adjust schedules in April 2015 to improve Metrolink service in Orange County on the Orange County – Inland Empire, and SR-91 Lines by offering new connections that fill gaps in the existing schedule.

Rail Line & Station Improvements

Additionally under the Metrolink Service Expansion Program, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions, better access to platforms through improvements to elevators and/or ramps, and a passing siding project between Laguna Niguel and San Juan Capistrano have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan pages at the back of this report, or for information on project statuses, see the transit summary within the separate staff report for the Measure M1 Quarterly Update.

Sand Canyon Avenue Grade Separation

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

Status: Open to Traffic

Summary: The project located at Sand Canyon Avenue railroad crossing is now grade separated and open to traffic. The project grade separated the local street from railroad tracks in the city of Irvine by constructing an underpass for vehicular traffic. The westbound lanes were opened to traffic on June 12, 2014 and the eastbound lanes were opened to traffic on July 14, 2014. A road opening ceremony was held on August 11, 2014. Though currently open to traffic, project work continues and includes work on the pump station, storm drains, fencing, water line, sewer line, street lighting, traffic signalization and pavement preparation. The project completion has been extended to February 2015 due to ongoing storm drain and pump station work. Construction is approximately 92 percent complete. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Project S

Transit Extensions to Metrolink

Project S includes a competitive program which allows cities to apply for funding to connect passengers to their final destinations using transit in order to broaden the reach of Metrolink to other Orange County cities, communities and activity centers. There are currently two areas of this program, a fixed guideway program (Street Car) and a rubber tire transit program.

Continues on the next page...



Project S continued from the previous page...

Anaheim Rapid Connection (ARC) Project

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

Status: Environmental Phase Underway

Summary: The Anaheim Rapid Connection project (ARC) will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. Preparation of environmental documentation for the ARC Project is underway. To address concerns regarding project costs and right-of-way needs, the Anaheim City Council has requested that additional alignment alternatives be evaluated during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule, project definition and supporting technical studies for review and comment in late January. Completion of the environmental phase is anticipated in 2016. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Santa Ana-Garden Grove Fixed Guideway (Street Car) Project

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

Status: Finalizing Environmental Phase

Summary: The Santa Ana-Garden Grove Fixed Guideway Project (Street Car Project) will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. In October 2014, OCTA and the City of Santa Ana transmitted the Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) to the Federal Transit Administration (FTA). In December, the FTA authorized the release of the REA/FEIR; the Santa Ana City Council is expected to certify the REA/FEIR in January 2015 and FTA is expected to issue a Finding of No Significant Impact soon thereafter. With the conclusion of the environmental phase, the project will advance into further design and engineering once approved into the FTA New Starts Program. On October 27, 2014, OCTA released a Request for Proposals to procure project management consultant services for the engineering and construction phases of the project. OCTA is currently reviewing proposals submitted and expects to seek Board approval for the consultant selection on February 23, 2015. The project is marked “red” in the Capital Action Plan, indicating at least a three month delay.

Bus and Station Van Extension Projects

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

Status: Service Ongoing for Oakley Vanpool and Anaheim Canyon Metrolink Bus Connection

Summary: Bus and Station Van Extension Projects will enhance the frequency of service in the Metrolink corridor to aid in linking communities within the central core of Orange County. To date, the Board has approved one round of funding, totaling over \$9.8 million. Four projects were approved for funding by the Board on July 23, 2012 and two of those have implemented service. The vanpool connection from the Irvine Metrolink Station to the Oakley employment center in the City of Lake Forest is in operation. The Anaheim Canyon Metrolink Station Bus Connection began service last quarter. It is anticipated that the vanpool from the Irvine Metrolink Station to the Panasonic employment center in the City of Lake Forest will begin in mid-2015.



Project T

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

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

Status: Facility Opened

Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (ARTIC) located at 2626 East Katella Avenue in the city of Anaheim, which connects OCTA bus service, Metrolink, Amtrak, shuttles and charter bus service, taxis, bikes, and other public/private transportation, as well as, accommodates future high-speed trains. This quarter, construction work on the site, rail corridor, and terminal building were substantially completed. The former station is no longer in use with the ARTIC opening. The City of Anaheim, who lead the construction effort, opened the facility to rail and bus service on December 6, 2014, held a ribbon cutting ceremony on December 8, 2014 and a grand opening celebration on December 13, 2014. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated in the first half of 2015.



Project U

Project U expands mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. In total since inception, more than \$26 million in Project U funding has been provided under M2.

Senior Mobility Program (SMP)

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

Status: Ongoing

Summary: This program provides one percent of M2 net revenues to continue and expand local community transportation service for seniors under the SMP. Including this quarter and since inception of the program, more than 908,000 boardings have been provided for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$411,000 in SMP funding was paid out to the 30 participating cities in the month of November*.

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

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

Senior Non-emergency Medical Transportation Program (SNEMT)

Status: Ongoing

Summary: This program provides one percent of M2 net revenues to supplement existing countywide senior non-emergency medical transportation services. Including this quarter and since inception of the program, more than 232,000 SNEMT boardings have been provided. This quarter, more than \$436,000 in SNEMT Program funding was paid to the County of Orange. This amount reflects monies paid out in the month of November*.

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

Measure M2

Progress Report

TRANSIT



Project U continued from the previous page...

Fare Stabilization Program

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

Status: Ongoing

Summary: One percent of net revenues are dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Approximately \$925,520 in revenue was allocated this quarter to support the Fare Stabilization Program. Throughout the quarter approximately 3,535,255 program related boardings were recorded on fixed route and ACCESS services. The amount of funding utilized each quarter varies based on ridership. It is anticipated that all of the funding allocated this quarter will be utilized to stabilize fares for the second quarter. Since inception of the Fare Stabilization Program, staff has been providing regular updates to the OCTA Board of Directors to reflect a concern with funding levels for the program due to the impacts of the recession. The last program update to the Board in June 2014 reported that funding levels are insufficient and the program will continue to incur annual shortfalls without an increase in revenue or a reduction in expenditures. Staff was directed by the Board to continue to explore viable solutions and return to the Board annually with program updates. Status of the Fare Stabilization Program will be continually monitored, and any necessary amendments to the program will be discussed with the Board and considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016.

Project V

Community Based Transit/ Circulators

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

Status: Service Ongoing in the Cities of Lake Forest and La Habra; Executing Agreement Documents for the Other Participating Cities

Summary: This project establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators and shuttles that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. On June 24, 2013, the Board approved \$9.8 million to fund five funding proposals from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. This has been the only round of funding to date. The funding will be used to implement vanpool services from local employment centers to transportation hubs, special event and seasonal services that operate during heavy traffic periods, and local community circulators that carry passengers between various shopping, medical, and transportation related centers. OCTA staff presented a staff report to the Technical Advisory Committee on October 22, 2014 requesting letters of interest for the next call for projects. These letters were due to OCTA by December 31, 2014; seven letters of interest were received. Staff will go to the Board in February to provide a status report on the project. Subsequently, staff will work with local agencies to develop guidelines for use in the next call for projects (with a schedule to be determined).

Measure M2

Progress Report

TRANSIT



Project W

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

Safe Transit Stops

Status: Executing Agreement Documents

Summary: This project provides for passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters and lighting. At the July 14, 2014 Board meeting, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops' funding, seven cities applied for funds, and 51 projects will be funded per the July Board approval. This quarter, staff continued to work with local agencies to develop letter agreements to allow the use of funds; these agreements will be complete in January 2015. Per the established guidelines, local agencies have until June 30, 2015 to award the contracts for the projects funded with Project W. Local agencies can request up to 24 months delay during the semi-annual review process to extend the contract award timeline. This timeframe establishes project duration. Information on project implementation status will be provided next quarter.



Project X

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

Environmental Cleanup Program

Status: On-going

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

Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and to prepare for more comprehensive capital investments (Tier 2). To date, there have been four rounds of funding under the Tier 1 grants program. A total of 104 projects in the amount of just over \$11 million have been awarded by the OCTA Board since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the OCTA Board since 2013. To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program.

Funding recommendations for the fourth Tier 1 Call for Projects were approved by the Board on September 22, 2014 in the amount of \$2.8 million. The fifth Tier 1 Call for Projects is anticipated in spring 2015. Funding recommendations for the second Tier 2 Call for Projects were approved by the Board on April 14, 2014 in the amount of \$15.2 million. With approximately \$10 million in Tier 2 funding remaining, staff continues to work with the M2 Allocation Committee to recommend the appropriate timing of a third Tier 2 Call for Projects (possibly mid-2016).

In September 2014, OCTA received a prestigious award for its innovative efforts to improve water quality across Orange County. The award, for Outstanding Stormwater Implementation Program in California, recognizes OCTA for best management practices under the Measure M2 Environmental Cleanup Program. The award comes from the California Stormwater Quality Association, the state's authority on stormwater management, recognized nationally for its technical contributions to stormwater management and for its leadership role in setting policies on such issues.



Part of Projects A-M

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

Freeway Mitigation Program

Status: Executing Agreement Documents; Conservation Plan and EIR/EIS Released for Public Review

Summary: The Freeway Mitigation Program (Mitigation Program) provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of Projects A-M. The Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and 11 restoration projects approved by the OCTA Board of Directors (Board), totaling approximately 400 acres. To date, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The Mitigation Program Draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) were publicly released on November 7, 2014. The public will have an opportunity (90 day comment period) to provide input on the NCCP/HCP and EIR/EIS; the public comment period will end on February 6, 2015. Two public meetings have been held to date, one on November 20, 2014 at OCTA and another on December 3, 2014 at the Rancho Santa Margarita City Hall. Comments received during the public comment period will be incorporated into the final NCCP/HCP and EIR/EIS. The final NCCP/HCP is anticipated to be brought to the Board for adoption in late 2015 or early 2016.

Staff anticipates the release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in the spring of 2015. These RMP's will determine the appropriate management (consistent with the NCCP/HCP) needs of each of the acquired properties. The public will have an opportunity to comment on the draft RMPs before they are finalized. The remaining sixth property, along with any future acquired property, will be the subject of future releases once biological surveys have been conducted and will follow a similar process.

In January 2014, the Board also directed OCTA staff to prepare a long-term expenditure plan for the Environmental Mitigation Program funds for review by the EOC and the Finance and Administration Committee. Staff is continues to work with an Environmental Oversight Committee* (EOC) ad-hoc committee to coordinate and complete this task. In addition, staff received endorsement from the EOC for a set of financial recommendations for the endowment framework to meet the obligations of the NCCP/HCP Preserves, which was then approved by the Board.

Measure M2

Progress Report
ENVIRONMENTAL



Continued from previous page....

*The 12-member Environmental Oversight Committee (EOC) makes funding allocation recommendations to assist OCTA in acquiring land and restoring habitats in exchange for streamlined project approvals for the M2 freeway improvement projects (A-M).



Program Management Office

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

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

M2 Ordinance Matrix

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

M2020 Plan Review

The PMO regularly reviews progress on the M2020 Plan. The last comprehensive review was September 2013 and will occur again in 2015. The objective of the review is to assess the delivery summary relative to current schedule, revenue projections and overall project information. Staff had planned to provide a separate update on the progress of the M2020 Plan as a whole to the Board in March 2015. However, since schedules on a few key freeway projects are currently being analyzed, staff will hold on the review until project schedules are updated. In the meantime, page one through 4 of this report includes an update on OCTA's progress on delivering the 14 objectives identified in the M2020 Plan and the accompanying staff report provides an overview of challenges.

10-Year Review

M2 Ordinance No. 3 requires that a comprehensive review take place at least every ten years to include all M2 project and program elements included in the Transportation Investment Plan. The PMO will lead the Ten-Year Review with participation from each of the divisions. Following the precedent set with the triennial performance reviews, the ten-year period is assumed to have begun on November 8, 2006 (effective date of Ordinance No.3), and would conclude on November 7, 2016. With the recent completion of the 2014 update of Orange County's Long-Range Transportation Plan (LRTP) and the fact that M2 is the cornerstone of that plan, OCTA staff will capitalize on this effort and use research and outreach performed as part of the LRTP update, as appropriate, to assist with the M2 Ten-Year review. Additional research and analysis will be performed to review all elements as identified in Ordinance No. 3. The completion of the review is planned for no later than early 2017 but would likely complete by mid-2016. Staff will update the Board quarterly as part of these M2 progress reports and return to the Board with a framework for the delivery of the required M2 Ten-Year Comprehensive Review in summer 2015.



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2012-2015 M2 Performance Assessment Update

Measure M2's Ordinance No. 3 requires that a M2 performance assessment be conducted every three years. To date there have been two prior performance assessments and this one will review the time period of July 1, 2012 through June 30, 2015. The PMO is currently developing a scope of work to hire a consultant to conduct the performance review which is planned to begin in July and is anticipated to take approximately six months to complete. The result of the Performance Assessment including any findings will be brought to the Taxpayers Oversight Committee for information and to the Board for review and action.

Measure M1 Closeout

Significant progress has been made to close out M1 contracts before the planned closeout deadline of June 30, 2015. The PMO continues to take action and lead the closeout of remaining open M1 contracts. This is particularly important given that administrative costs continue to be incurred to support the closeout of remaining projects and provide the required reporting and monitoring activities to ensure accountability and transparency as defined in M1 Ordinance No. 2. This quarter, the PMO met with division leads and relevant project managers to discuss open contracts and identify any that may have an issue meeting the June 2015 closeout deadline. Staff is following the plan and is on track to closeout open M1 contracts by June 30, 2015. It appears there will be some projects that will remain past the closeout date. For these projects that remain underway, staff is developing a plan to be presented to the Board with any necessary actions required to ensure a smooth closeout of M1.

M2 Administrative Cost Safeguards

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

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

As a result of the above mentioned factors, OCTA has incurred higher than 1 percent administrative costs. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the 1 percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the 1 percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment



...Continued from previous page

Final Report, staff adjusted the approach to the allocation of state planning funds to areas that are subject to the 1 percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured.

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

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. During the quarter, staff met on October 15, 2014 to review the labor reports to ensure costs attributed to the 1 percent cap were accurately reported and were not misplaced project related costs as well as to ensure project costs were applied to the correct projects. Staff will meet again on January 21, 2015 to conduct this quarterly review.

Taxpayer Oversight Committee

The M2 Ordinance requires a Taxpayer Oversight Committee (TOC) to oversee the implementation of the M2 plan. With the exception of the elected Auditor/Controller of Orange County who in Ordinance No. 3 is identified as the chair of the TOC, all other members are not elected or appointed officials. Members are recruited and screened for expertise and experience by the Orange County Grand Jurors Association, and are selected from the qualified pool by lottery. The TOC meets every other month. The TOC upholds the integrity of the measure by monitoring the use of Measure M funds and ensuring that all revenue collected from Measure M is spent on voter-approved transportation projects. The responsibilities of the 11-member Measure M TOC are to: ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the plan; ratify any changes in the plan and recommend any major changes go back to the voters for approval; participate in ensuring that all jurisdictions in Orange County conform with the requirements of Measure M before receipt of any tax monies for local projects; hold annual public meetings regarding the expenditure and status of funds generated by Measure M; review independent audits of issues regarding the plan and performance of the Orange County local Transportation Authority regarding the expenditure of Measure M sales tax monies; and, annually certify whether Measure M funds have been spent in compliance with the plan. The TOC will meet next on February 10, 2014 and will conduct the annual compliance hearing. To date, the TOC has consistently found OCTA in compliance at this annual hearing. In March, new member recruitment for term expirations and vacancies will begin.

Measure M2

Progress Report

FINANCE MATTERS



M2 Financing

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

Revenue Forecast and Collection

OCTA contracts with three universities to provide a long-range forecast of taxable sales to forecast Measure M2 revenues for purposes of planning projects and program expenditures. Annually, OCTA takes an average of the three university taxable sales projections to develop a long-range forecast of Measure M2 taxable sales. Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the State Board of Equalization a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Current Forecast

Based on updated long term forecasts received in May, OCTA staff forecasts total nominal sales tax collections over the life of M2 will be approximately \$15.8 billion. This incorporates the Board's desire to be conservative. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Based on the current estimated forecast of \$15.8 billion sales tax revenue will run approximately \$8.5 billion (35%) less than the original 2005 projection of \$24.3 billion. The revenue forecast for the life of the M2 Program varies based on actual sales tax receipts. The FY 2014-15 M2 sales tax budget is based on a sales tax growth rate of 6.7%. Final sales tax receipts for the first quarter were received in December and sales tax revenue grew 5.5% over the first quarter of the prior fiscal year. Though sales tax growth was less than the budgeted growth rate, given that sales tax receipts were strong at 5.5% and are only through the first quarter of FY 2014-15, the total program sales tax estimate will remain at \$15.8 billion.

Measure M2

Progress Report



REVENUE & EXPENDITURES

Measure M2 Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2014 (Unaudited)

Schedule 1

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2014	Year to Date Dec 31, 2014	Period from Inception to Dec 31, 2014
	(A)	(A)	(B)
Revenues:			
Sales taxes	\$ 84,403	\$ 150,270	\$ 1,008,085
Other agencies' share of Measure M2 costs:			
Project related	26,843	33,858	311,271
Non-project related	-	196	330
Interest:			
Operating:			
Non-project related	1,107	2,272	8,081
Bond proceeds	(337)	2,543	24,190
Debt service	1	1	39
Commercial paper	-	-	393
Right-of-way leases	38	87	669
Miscellaneous			
Project related	-	(181)	17
Non-project related	-	-	7
Total revenues	<u>112,055</u>	<u>189,046</u>	<u>1,353,082</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	819	1,638	10,568
Professional services:			
Project related	6,969	7,874	189,889
Non-project related	329	477	11,800
Administration costs:			
Project related	1,905	3,810	31,165
Non-project related :			
Salaries and Benefits	463	926	12,915
Other	924	1,848	19,356
Other:			
Project related	41	70	1,284
Non-project related	17	25	3,591
Payments to local agencies:			
Project related	18,888	32,088	420,329
Capital outlay:			
Project related	24,685	37,411	391,273
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	13,010
Interest on long-term debt and commercial paper	7	10,979	82,950
Total expenditures	<u>55,047</u>	<u>97,146</u>	<u>1,188,161</u>
Excess (deficiency) of revenues over (under) expenditures	<u>57,008</u>	<u>91,900</u>	<u>164,921</u>
Other financing sources (uses):			
Transfers out:			
Project related	(624)	(1,087)	(9,767)
Transfers in:			
Project related	-	-	45,278
Non-project related	-	-	7,394
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(624)</u>	<u>(1,087)</u>	<u>401,498</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 56,384</u>	<u>\$ 90,813</u>	<u>\$ 566,419</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service) as of December 31, 2014 (Unaudited)

Schedule 2

(\$ in thousands)	Quarter Ended Dec 31, 2014 (actual)	Year Ended Dec 31, 2014 (actual)	Period from Inception through Dec 31, 2014 (actual)	Period from January 1, 2015 through March 31, 2041 (forecast)	Total
	(C.1)	(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 84,403	\$ 150,270	\$ 1,008,085	\$ 14,751,667	\$ 15,759,752
Operating interest	1,107	2,272	8,081	408,616	416,697
Subtotal	<u>85,510</u>	<u>152,542</u>	<u>1,016,166</u>	<u>15,160,283</u>	<u>16,176,449</u>
Other agencies share of M2 costs	-	196	330	-	330
Miscellaneous	-	-	7	-	7
Total revenues	<u>85,510</u>	<u>152,738</u>	<u>1,016,503</u>	<u>15,160,283</u>	<u>16,176,786</u>
Administrative expenditures:					
SBOE fees	819	1,638	10,568	221,364	231,932
Professional services	206	264	8,025	100,142	108,167
Administration costs :					
Salaries and Benefits	463	926	12,915	147,493	160,408
Other	924	1,848	19,356	208,467	227,823
Other	17	25	3,591	25,362	28,953
Capital outlay	-	-	31	-	31
Environmental cleanup	712	829	7,171	295,033	302,204
Total expenditures	<u>3,141</u>	<u>5,530</u>	<u>61,657</u>	<u>997,861</u>	<u>1,059,518</u>
Net revenues	<u>\$ 82,369</u>	<u>\$ 147,208</u>	<u>\$ 954,846</u>	<u>\$ 14,162,422</u>	<u>\$ 15,117,268</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	(337)	2,543	24,190	25,760	49,950
Interest revenue from debt service funds	1	1	39	54	93
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>(336)</u>	<u>2,544</u>	<u>383,215</u>	<u>1,475,814</u>	<u>1,859,029</u>
Financing expenditures and uses:					
Professional services	123	213	3,775	12,340	16,115
Bond debt principal	-	-	13,010	1,795,540	1,808,550
Bond debt and other interest expense	7	10,979	82,950	1,428,069	1,511,019
Total financing expenditures and uses	<u>130</u>	<u>11,192</u>	<u>99,735</u>	<u>3,235,949</u>	<u>3,335,684</u>
Net bond revenues (debt service)	<u>\$ (466)</u>	<u>\$ (8,648)</u>	<u>\$ 283,480</u>	<u>\$ (1,760,135)</u>	<u>\$ (1,476,655)</u>

Measure M2

Progress Report

REVENUE & EXPENDITURES



Measure M2

Schedule of Revenues and Expenditures

Summary as of December 31, 2014 (Unaudited)

Schedule 3

Project	Description	Net Revenues Program to Date Actual	Total Net Revenues	M2 Project Budget	Total Net Revenues to M2 Project Budget	Expenditures through Dec 31, 2014	Reimbursements through Dec 31, 2014	Net Project Cost	Percent of Budget Expended
(G)		(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)
(\$ in thousands)									
Freeways (43% of Net Revenues)									
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 37,635	\$ 595,849	\$ 594,917	\$ 932	\$ 2,032	\$ 2	\$ 2,030	0.3%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	94,905	1,502,554	1,281,015	221,539	46,927	11,684	35,243	2.8%
E	SR-22 Garden Grove Freeway Access Improvements	9,610	152,132	152,132	-	4	-	4	0.0%
F	SR-55 Costa Mesa Freeway Improvements	29,308	464,001	460,482	3,519	6,594	23	6,571	1.4%
G	SR-57 Orange Freeway Improvements	20,715	327,970	306,794	21,176	43,369	9,653	33,716	11.0%
H,I,J	SR-91 Riverside Freeway Improvements	72,764	1,152,017	1,140,298	11,719	36,018	6,510	29,508	2.6%
K,L	I-405 San Diego Freeway Improvements	111,505	1,765,361	860,092	905,269	23,899	873	23,026	2.7%
M	I-605 Freeway Access Improvements	1,602	25,355	25,355	-	454	16	438	1.7%
N	All Freeway Service Patrol	12,011	190,165	190,165	-	79	-	79	0.0%
	Freeway Mitigation	20,529	325,021	297,973	27,048	39,621	1,688	37,933	12.7%
	Subtotal Projects	410,584	6,500,425	5,309,223	1,191,202	198,997	30,449	168,548	
	Net (Bond Revenue)/Debt Service	-	-	1,191,202	(1,191,202)	21,849	-	21,849	
	Total Freeways	\$ 410,584	\$ 6,500,425	\$ 6,500,425	\$ -	\$ 220,846	\$ 30,449	\$ 190,397	25.7%
	%								
Street and Roads Projects (32% of Net Revenues)									
O	Regional Capacity Program	\$ 95,486	\$ 1,511,746	\$ 1,401,821	\$ 109,925	\$ 418,756	\$ 193,721	\$ 225,035	16.1%
P	Regional Traffic Signal Synchronization Program	38,193	604,671	604,391	280	11,630	1,257	10,373	1.7%
Q	Local Fair Share Program	171,872	2,721,108	2,721,108	-	152,111	77	152,034	5.6%
	Subtotal Projects	305,551	4,837,525	4,727,320	110,205	582,497	195,055	387,442	
	Net (Bond Revenue)/Debt Service	-	-	110,205	(110,205)	25,433	-	25,433	
	Total Street and Roads Projects	\$ 305,551	\$ 4,837,525	\$ 4,837,525	\$ -	\$ 607,930	\$ 195,055	\$ 412,875	55.7%
	%								
(\$ in thousands)									
Transit Projects (25% of Net Revenues)									
R	High Frequency Metrolink Service	\$ 85,479	\$ 1,353,321	\$ 1,302,635	\$ 50,686	\$ 152,703	\$ 79,618	\$ 73,085	5.6%
S	Transit Extensions to Metrolink	84,291	1,334,505	1,253,265	81,240	1,874	775	1,099	0.1%
T	Metrolink Gateways	19,100	302,399	259,184	43,215	74,470	50,939	23,531	9.1%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	28,642	453,465	453,465	-	25,266	17	25,249	5.6%
V	Community Based Transit/Circulators	19,092	302,265	302,265	-	672	64	608	0.2%
W	Safe Transit Stops	2,107	33,363	33,363	-	57	26	31	0.1%
	Subtotal Projects	238,711	3,779,318	3,604,177	175,141	255,042	131,439	123,603	
	Net (Bond Revenue)/Debt Service	-	-	175,141	(175,141)	14,796	-	14,796	
	Total Transit Projects	\$ 238,711	\$ 3,779,318	\$ 3,779,318	\$ -	\$ 269,838	\$ 131,439	\$ 138,399	18.7%
	%								
	Measure M2 Program	\$ 954,846	\$ 15,117,268	\$ 15,117,268	\$ -	\$ 1,098,614	\$ 356,943	\$ 741,671	
(\$ in thousands)									
Environmental Cleanup (2% of Revenues)									
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 20,323	\$ 323,529	\$ 323,422	\$ 107	\$ 7,171	\$ 292	\$ 6,879	2.1%
	Net (Bond Revenue)/Debt Service	-	-	107	(107)	25	-	25	
	Total Environmental Cleanup	\$ 20,323	\$ 323,529	\$ 323,529	\$ -	\$ 7,196	\$ 292	\$ 6,904	0.7%
	%								
Taxpayer Safeguards and Audits									
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 15,121	\$ 236,396	\$ 236,396	\$ -	\$ 10,568	\$ -	\$ 10,568	4.5%
	%								1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 10,162	\$ 161,764	\$ 161,764	\$ -	\$ 12,915	\$ 2,753	\$ 10,162	6.3%
	%								1.0%

Measure M2

Progress Report

LOCAL FAIR SHARE



ENTITY	FY 2014-2015 SECOND QUARTER M2 FUNDS	M2 FUNDS TO DATE
Aliso Viejo	\$98,648.81	\$1,892,678.89
Anaheim	\$850,470.28	\$16,303,364.03
Brea	\$139,344.34	\$2,776,910.24
Buena Park	\$234,250.78	\$4,447,348.05
Costa Mesa	\$354,520.22	\$6,851,283.12
Cypress	\$133,102.14	\$2,599,242.64
Dana Point	\$80,278.70	\$1,577,524.01
Fountain Valley	\$155,714.86	\$3,015,246.14
Fullerton	\$323,862.52	\$6,237,134.90
Garden Grove	\$372,037.79	\$7,171,904.65
Huntington Beach	\$481,149.36	\$9,328,109.06
Irvine	\$661,681.47	\$12,291,984.83
Laguna Beach	\$62,785.74	\$1,211,956.73
Laguna Hills	\$85,138.34	\$1,639,143.46
Laguna Niguel	\$165,223.39	\$3,231,118.80
Laguna Woods	\$31,974.96	\$622,632.92
La Habra	\$130,518.45	\$2,562,352.79
Lake Forest	\$195,327.08	\$3,740,745.44

Measure M2

Progress Report

LOCAL FAIRSAHRE



ENTITY

FY 2014-2015 SECOND QUARTER M2 FUNDS

M2 FUNDS TO DATE

La Palma	\$37,100.81	\$862,735.85
Los Alamitos	\$32,501.72	\$619,939.66
Mission Viejo	\$230,658.25	\$4,505,280.80
Newport Beach	\$267,140.19	\$5,243,944.40
Orange	\$408,326.38	\$7,827,797.80
Placentia	\$117,950.76	\$2,267,402.29
Rancho Santa Margarita	\$106,145.23	\$2,039,223.48
San Clemente	\$137,692.42	\$2,662,164.38
San Juan Capistrano	\$95,414.17	\$1,821,710.72
Santa Ana	\$686,663.67	\$13,266,651.43
Seal Beach	\$63,138.02	\$1,266,599.28
Stanton	\$74,569.40	\$1,453,406.62
Tustin	\$221,971.44	\$4,218,025.76
Villa Park	\$12,998.36	\$249,433.12
Westminster	\$211,605.33	\$4,098,889.74
Yorba Linda	\$148,236.61	\$2,867,180.08
County Unincorporated	\$449,103.15	\$8,650,036.21
Total M2 Funds	\$7,857,245.14	\$151,421,102.32

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
FREEWAY PROJECTS					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Aug-18
Project C	\$94.3	Jun-09	Oct-11	Oct-13	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
Project C	\$71.5	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
Project C	\$60.2	Jun-09	Oct-11	Jan-13	Sep-16
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$80.7	Sep-05	Jun-09	Dec-11	Sep-15
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jul-15	Mar-17
I-5, SR-73 to Oso Parkway	\$152.3	Sep-11	Jun-14	TBD	TBD
Project C & D	\$152.3	Oct-11	May-14	Nov-17	Aug-22
I-5, Oso Parkway to Alicia Parkway	\$195.1	Sep-11	Jun-14	Jun-17	Mar-22
Project C & D	\$195.1	Oct-11	May-14	Jun-17	Mar-22
I-5, Alicia Parkway to El Toro Road	\$134.2	Sep-11	Jun-14	TBD	TBD
Project C	\$134.2	Oct-11	May-14	Jan-18	Jul-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Oct-16	Sep-19	TBD	TBD
I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD
Project B	TBD	May-14	Apr-17	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$42.3	Jun-11	Feb-15	Jan-17	Nov-19

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Apr-16	Jul-19	May-23
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Feb-16	Aug-18	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Oct-15	Oct-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Dec-10	Feb-15
SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-10	May-17
SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Dec-09	May-14
Project G	\$56.3	Aug-05	Dec-07	Jul-09	Nov-14
SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05	Dec-07	Dec-09	Sep-14
Project G	\$54.9	Aug-05	Dec-07	Jul-09	May-14
SR-57 (NB), Orangethorpe to Lambert (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	Jul-15	Jan-17
SR-57 (NB), Lambert to Tonner Canyon (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Aug-16	Jul-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
Project H	\$64.2	Jul-07	Jun-10	Apr-12	Apr-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	N/A	Jul-15	Mar-17

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-91, SR-57 to SR-55	TBD	Feb-14	Sep-16	TBD	TBD
Project I	TBD	Jan-15	Sep-17	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
Project I	\$47.8	Jul-08	May-11	Feb-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
Project J	\$80.2	Jul-07	Apr-09	Aug-10	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	Feb-13	Jan-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Dec-08	Jan-11
I-405, I-5 to SR-55	TBD	Dec-14	TBD	TBD	TBD
Project L	TBD	Dec-14	Aug-17	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,254.5	Mar-09	May-15	Mar-15	Jun-21
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Feb-16	Jan-18	TBD	TBD
GRADE SEPARATION PROJECTS					
Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$63.2	N/A	Sep-03	Jul-10	Apr-15
Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Aug-18
Project O	\$115.7	Feb-09	Nov-09	Dec-12	Aug-18
State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Aug-12	May-18
Project O	\$92.8	Dec-08	Apr-11	Feb-13	May-18

*For detailed project status information, please refer to the individual project section within this report.



Measure M2

Progress Report

CAPITAL ACTION PLAN



Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$62.6	Jan-01	May-01	Jun-10	Dec-14
Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$63.3	Jan-01	Sep-09	Jul-10	Dec-14
Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$104.6	Jan-01	Sep-09	Oct-11	Sep-16
Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$99.2	Jan-01	Sep-09	Jul-11	May-16
Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
Project O	\$96.2	Jan-01	Sep-09	Jan-13	Mar-17
17th St. Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD
Project R	TBD	Oct-14	Jun-16	TBD	TBD
RAIL AND STATION PROJECTS					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$5.4	Sep-10	Jul-11	Jun-12	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	TBD	TBD
Project R	\$25.3	Aug-11	Mar-14	Feb-16	Aug-18
Anaheim Rapid Connection (Schedule on Hold)	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	Jan-09	Dec-15	TBD	TBD

*For detailed project status information, please refer to the individual project section within this report.

Measure M2

Progress Report

CAPITAL ACTION PLAN



Capital Projects*	Cost Budget/ Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Santa Ana/Garden Grove Fixed Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	TBD	Aug-09	Feb-15	Apr-17	Nov-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
Project R **	TBD	Jan-03	May-07	Feb-11	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
Project R **	\$18.6	Dec-09	Sep-15	Dec-15	Mar-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Dec-13	Jan-16
Project R **	\$3.5	N/A	N/A	Dec-13	Apr-16
Laguna Niguel/Mission Viejo Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
Project R **	\$4.1	Jul-07	Dec-07	Aug-12	Oct-13
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.1	Jul-13	Jan-14	Aug-14	Feb-16
Project R **	\$3.1	Jul-13	Feb-14	Apr-15	Oct-16
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$227.4	Apr-09	Feb-12	May-12	Dec-14

*For detailed project status information, please refer to the individual project section within this report.

**For detailed project status information, please refer to the transit summary within the separate staff report for the Measure M1 Quarterly Update.

LOS ANGELES

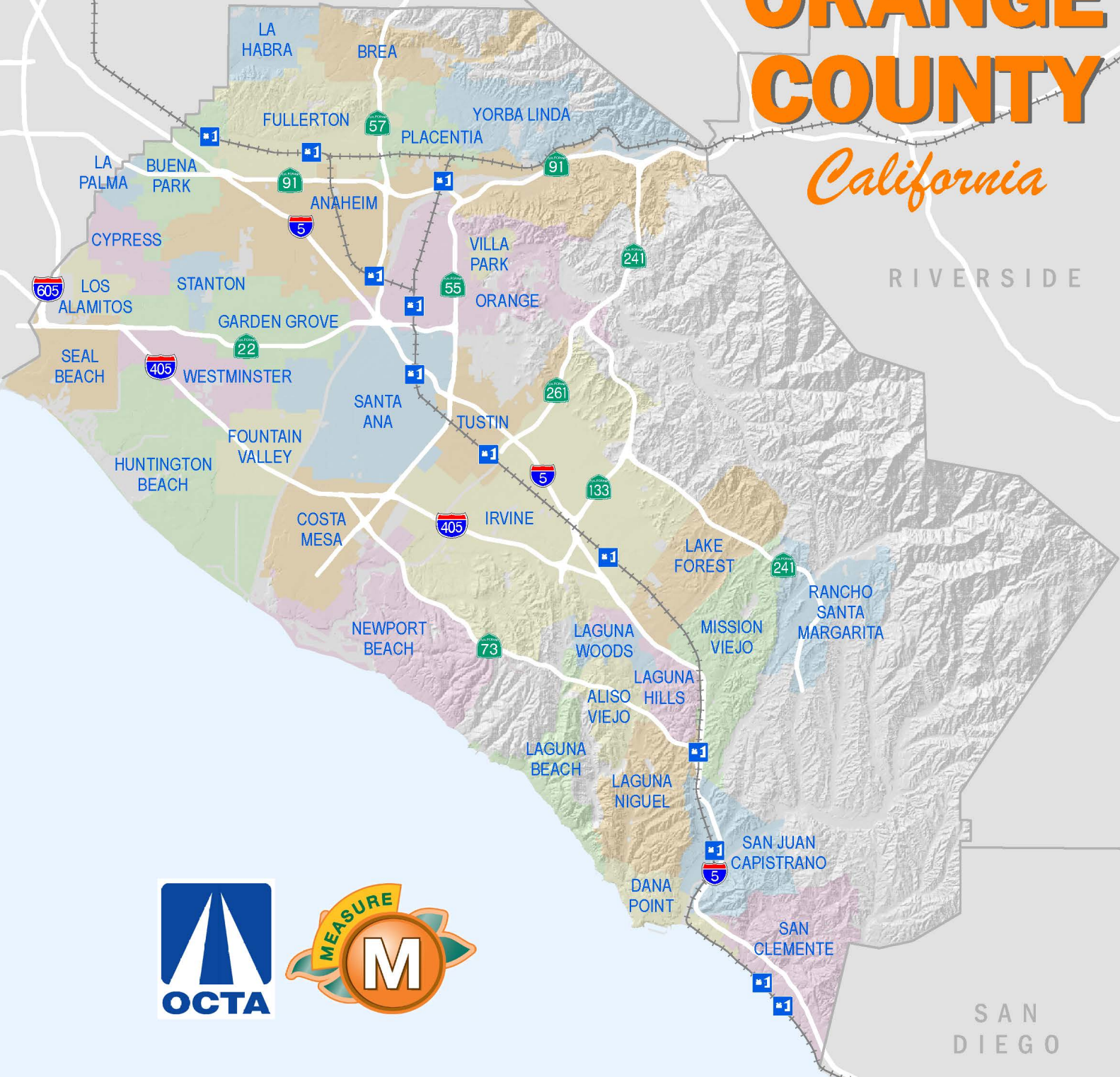
SAN BERNARDINO

ORANGE COUNTY

California

RIVERSIDE

SAN DIEGO





February 23, 2015

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer

Subject: Measure M1 Progress Report for the Period of October 2014 Through December 2014 and Closeout Overview

Overview

Staff has prepared a Measure M1 progress report for the period of October 2014 through December 2014 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 Expenditure 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, State Route 22 improvements, 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 (programmed 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. Staff is following the plan and is on track to closeout open M1 contracts by June 30, 2015. For projects that remain underway at that time, staff will develop a plan and return to the Board with any necessary actions required to ensure a smooth closeout of M1.

Discussion

M1 net sales tax revenues continue to be monitored, with the final amount still estimated to be approximately \$4.07 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 approximately \$106 million. Approximately \$14.4 million of this balance is from the Freeway Program, another estimated \$12.6 million is from the Streets and Roads Program, and approximately \$79 million is from the Transit Program. The estimated balance in the Freeway Program and Streets and Roads Program includes anticipated proceeds from the sale of excess parcels.

Per prior Board direction, these remaining balances are committed and will be used for Measure M2 (M2) projects that are in the same mode and that are related to the original M1 Expenditure Plan. Specifically, the freeway funds will be directed at the M2 Interstate 5 Widening Project between Avenida Pico and Pacific Coast Highway. The streets and roads funds will be applied to street improvement projects through future OCTA M2 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 December 31, 2014, 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.

Despite the fact that sales tax collections ceased in April 2011, OCTA continues to incur administrative costs to support the closeout of remaining projects and provide the required reporting and monitoring activities to ensure accountability and transparency as defined in M1 Ordinance No. 2.

The M1 Ordinance limits administrative salaries and benefits to only one percent of the revenues. As of fiscal year ending June 30, 2014, OCTA had incurred slightly more administrative costs than allowed. Additional efforts will be required in the current fiscal year as well. Since the ordinance strictly prohibits using more than one percent of the revenues for administrative salaries and benefits, a separate funding source will be identified as part of the M1 closeout efforts to fund administrative salaries and benefits that exceed the one percent cap. Recommendations on how to address this will be brought to the Board as part of the closeout process in 2015.

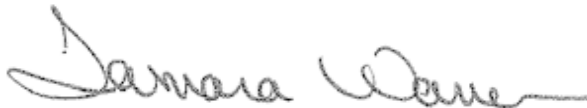
Summary

Measure M1 has concluded and fulfilled the promise of congestion relief to voters. Remaining fund balances are being finalized, and actions for closing out the Measure M1 Program continue. The plan is to use the available balances to advance Measure M2 freeway and streets and roads projects, as well as provide for Metrolink rail operations. 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 - Covering Activities from October 2, 2014 Through December 31, 2014
- B. Measure M1 – Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2014

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
Covering Activities from
October 1, 2014 Through December 31, 2014

Closeout Plan

Although collection of sales tax revenue under Measure M (M1) concluded on March 31, 2011, there are still expenditures that remain to complete M1 project and program commitments. In March 2011, the Board of Directors (Board) approved a plan to wrap-up remaining M1 activities. Staff is following the plan and is on track to closeout open M1 contracts by June 30, 2015. It appears there will be some projects that will remain past the closeout date. For these projects that remain underway, staff is developing a plan and will present the plan to the Board with any necessary actions required to ensure a smooth closeout of M1.

Interest Earnings on Funds During Closeout Phase

M1 funds continue to earn interest until fully expended. Interest accrual will continue until program closeout is complete. The amount of interest earned decreases each year as remaining payments are made. Interest earned on the M1 fund balance is M1 revenue and continues to be managed according to the formula set forth in M1 Ordinance No. 2. The interest earned, in excess of administrative costs, is 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.

Despite the fact that sales tax collections ceased in April, 2011, the Orange County Transportation Authority (OCTA) continues to incur administrative costs to support the closeout of remaining projects and provide the required reporting and monitoring activities to ensure accountability and transparency as defined in M1 Ordinance No. 2. The M1 Ordinance limits administrative salaries and benefits to only one percent of the revenues. As of fiscal year ending June 30, 2014, OCTA had incurred slightly more administrative costs than allowed. Additional efforts are required during the current fiscal year as well. Since the ordinance strictly prohibits using more than one percent of the revenues for administrative salaries and benefits, a separate funding source will be identified as part of the M1 closeout efforts to fund administrative salaries and benefits that exceed the one percent cap. Recommendations on how to address this will be brought to the Board as part of the closeout process in mid-2015.

Freeways

On March 14, 2011, the OCTA 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 M2 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 therefore, in 2012, \$15 million of the then \$27.9 million remaining M1 balance was allocated to M2 Project C, as authorized by the Board.

Staff is reporting a remaining M1 freeway balance of \$14.4 million. This includes anticipated proceeds from the sale of excess parcels along the I-5 in the cities of Anaheim and Buena Park, and excess parcels along the State Route 22 (SR-22) in the cities of Garden Grove and Orange. On August 11, 2014, OCTA received two bids and entered into agreements to sell two of the I-5 excess properties. Both properties closed escrow. On September 3, 2014, OCTA received a bid and entered into an agreement to sell an excess parcel along the SR-22 in the City of Garden Grove. Escrow also closed on this property. OCTA has yet to receive bids for the remaining six parcels. Staff is preparing a request for proposals (RFP) to use commercial brokerage services to sell these four excess parcels along the I-5, and two excess parcels along the SR-22. Staff will seek Board approval to release the RFP on February 23, 2014.

A summary of activities on the WCC Project, the I-5 Gateway, and the SR-22 projects during this period includes:

WCC Project – This project links high-occupancy vehicle (HOV) lanes/carpool lanes on Interstate 405 (I-405), with those on the SR-22 and Interstate 605 (I-605) to create a seamless HOV connection among the three freeways. Funded almost entirely with federal and state funds, the WCC Project has approximately \$15 million of M1 funds allocated to the project to cover supplemental construction funding and construction elements not eligible for federal funding, as well as the addition of a soundwall.

The construction is divided into two segments. Major milestones were achieved during this quarter.

- On the east segment, the SR22/I-405 HOV connector was opened to traffic in December 2014. Punch list and safety review items are currently in progress.
- On the west segment, the I-405/I-605 HOV connector was opened to traffic in December 2014. The College Park West soundwall is scheduled to be completed mid-February. Punch list and safety review items are currently in progress.

I-5 Gateway Project – Administrative coordination continues with the California Department of Transportation (Caltrans) to close out the maintenance responsibility for the Orange County gateway monument. Staff anticipates going to the Board next

quarter for approval of a maintenance agreement with Caltrans. Landscape plant establishment maintenance continued this quarter, which will continue until April 2015.

SR-22 Project – Remaining follow on activities continue in order to close out this project. This quarter, staff continued working with Caltrans to clear title issues in order to transfer parcels to the state and cities. This work consists of coordination with public utility companies and the Orange County Flood Control District, post-monumentation survey and recordation of survey with County of Orange, and preparation of relinquishments of existing state property to the City of Orange.

Streets and Roads

On November 23, 2009, the Board approved the use of M1 streets and roads funds for future M2 calls for projects. As of December 31, 2014, \$26.2 million of M1 program savings has been awarded under the Comprehensive Transportation Funding Programs (CTFP) for streets and roads projects consistent with M1 funding requirements. The current remaining balance of M1 regional and local streets and roads funds is estimated to be \$12.6 million, bringing the cumulative total to \$38.8 million. This amount, along with any additional project savings, will be

used towards future streets and roads projects. It’s important to note that the current remaining balance of \$12.6 million includes anticipated proceeds from the sale of excess parcels in the cities of Anaheim, Garden Grove, Orange, and the County of Orange. An update on streets and roads activities this quarter is included below.

During the quarter, the CTFP provided more than \$7.8 million in payments towards streets and roads projects throughout the County, and closed out 39 project phases. The current status of the program (as of December 31, 2014) is reflected in the table below. Of the \$674.7 million in total project allocations, there is a remaining balance of \$18.8 million in outstanding payments to open projects. Staff anticipates completion of the M1 competitive program by June 2015.

Status	Definition	Allocations (in millions)
Completed	Project work is complete, final report is filed, approved, and the final payment has been made	\$ 626.3
Pending	Project work has been completed and only final report submittal/approval is pending	\$ 46.6
Started	Project has begun and the funds have been obligated	\$ 1.8
	Total Project Allocations	\$ 674.7

Transit

The 1990 M1 Transit Program is focused on developing a backbone rail system that includes protection of right-of-way (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. 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 mode 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. The projects moving forward are M1- and M2-eligible projects. These projects are being accomplished within the M1 remaining balance. Recent activities include:

This quarter, construction work on the Anaheim Regional Transportation Intermodal Center (ARTIC) was substantially completed. ARTIC connects OCTA bus service, Metrolink, Amtrak, shuttles and charter bus service, taxis, bikes, and other public/private transportation, as well as accommodates future high-speed trains. The City of Anaheim, who led the construction effort, opened the facility to rail and bus service on December 6, 2014. A ribbon cutting ceremony was held on December 8, 2014, followed by a grand opening celebration on December 13, 2014. The City of Anaheim reported substantial completion on December 31, 2014; total project closeout and acceptance is anticipated in the first half of 2015.

To address an issue with unreliable elevators for passenger access at the Laguna Niguel/Mission Viejo Metrolink Station, OCTA is adding new ramps that will utilize the existing pedestrian underpass and provide Americans with Disabilities Act (ADA) compliant access to each side of the station platforms. The project will remove the existing elevators and reuse the elevator shafts to create an ADA compliant restroom, vending space for snacks and drinks, and storage space for city maintenance. Design was originally scheduled for completion in July 2014. During a final review in June 2014, an underground utility conflict was discovered, and relocation of this utility is now required to build the project. OCTA completed and integrated the utility relocation design into the project construction documents. ROW discrepancies have been found in the record documents, and further effort is required to identify ownership and rights to determine the financial responsibility for utility relocation work. Once the above concern is resolved, the necessary utility agreement for utility relocation work will be executed between the parties. Final design is now estimated to be complete in January 2015.

The City of Orange (City) 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 has proceeded with design and environmental analysis. Conceptual plans for the parking structure were approved by the City in August 2013, following extensive community outreach efforts. Environmental technical studies have also been completed. State Historic Preservation Office (SHPO) review of the City's historical resources report is now underway, with completion of SHPO review expected in spring of 2015. Public review and City approval of the environmental documents and final design plans are expected in summer 2015. The project is anticipated to begin construction in early 2016, and construction is expected to last 15 months. OCTA staff continues to work closely with the City, providing assistance as appropriate, to ensure the project progresses.

The City of Fullerton is the lead on a project that will upgrade the elevators at the Fullerton Transportation Center. This project will add an elevator tower to each side of the existing railroad pedestrian bridge. The design phase was completed in December 2013, and the construction contract was advertised for bids in late August 2014, with bid opening scheduled for November 4, 2014.

OCTA, in cooperation with the City of Anaheim and Southern California Regional Rail Authority (SCRRA), has been in the planning stage for improvements at the Anaheim Canyon Metrolink Station. These improvements will include a second track and platform, an extension of the existing platform, improved pedestrian access, and additional shade structures, benches, ticket vending machines, and improved pedestrian access. In August 2014, cooperative agreements were presented to the Board to define the roles and responsibilities for the project between OCTA and the City of Anaheim and OCTA and SCRRA. The project is anticipated to move forward with OCTA as the lead agency on all phases of project development, including environmental. OCTA anticipates releasing a request for proposals for a consultant to perform the environmental and preliminary design work early 2015.

OCTA continues to work with the City of Placentia to add a new Metrolink station, which will be located near Melrose Avenue in the City of Placentia. Plans for the platforms, station amenities, and parking are 95 percent complete. In August 2014, the OCTA Board took action to remove federal funds on the project, which will allow the project to move forward, but finalizing the plans for the station will be dependent on the City of Placentia finalizing plans for a transit-oriented development project adjacent to the station.

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 Garden Grove and Santa Ana.

The Santa Ana-Garden Grove Fixed-Guideway Project (Project) will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. In October 2014, OCTA and the City of Santa Ana transmitted the revised environmental assessment/final environmental impact report (REA/FEIR) to the Federal Transit Administration (FTA). In December, the FTA authorized the release of the REA/FEIR. The Santa Ana City Council is expected to certify the REA/FEIR in January 2015, and FTA is expected to issue a Finding of No Significant Impact soon thereafter. With the conclusion of the environmental phase, the project will advance into further design and engineering once approved into the FTA New Starts Program. On October 27, 2014, OCTA released an RFP to procure project management consultant services during the engineering and construction phases of the project. OCTA is currently reviewing proposals submitted and expects the Board to select a project management consultant in February. Project completion is anticipated in late 2019/early 2020.

The Anaheim Rapid Connection (ARC) Project will expand access to the core rail system and establish connections to communities and major activity centers that are not adjacent to the Metrolink corridor. Preparation of environmental documentation for the ARC Project is underway. To address concerns regarding project costs and ROW needs, the Anaheim City Council has requested that additional alignment alternatives be evaluated during the environmental process. The City of Anaheim will provide OCTA with an updated project schedule, project definition, and supporting technical studies for review and comment in late January. Completion of the environmental phase is anticipated in 2016.

These projects are funded with both M1 and M2 dollars. A summary of the fixed-guideway/streetcar projects is also found within the M2 quarterly report.

Schedule 1

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of December 31, 2014

(\$ in thousands)	Quarter Ended Dec 31, 2014	Year to Date Dec 31, 2014 (A)	Period from Inception through Dec 31, 2014 (B)
Revenues:			
Sales taxes	\$ -	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:			
Project related	599	2,215	593,804
Non-project related	-	-	620
Interest:			
Operating:			
Project related	-	-	1,745
Non-project related	313	653	270,816
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	42	185	6,775
Proceeds on sale of assets held for resale	2,191	2,496	29,327
Miscellaneous:			
Project related	-	-	27
Non-project related	-	-	777
Total revenues	<u>3,145</u>	<u>5,549</u>	<u>5,330,758</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	-	-	56,883
Professional services:			
Project related	304	392	209,044
Non-project related	79	82	36,120
Administration costs:			
Project related	169	328	24,426
Non-project related	262	533	96,885
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	47	68	2,190
Non-project related	8	16	15,993
Payments to local agencies:			
Turnback	-	-	594,009
Other	7,180	7,777	969,928
Capital outlay	3,060	3,127	2,105,354
Debt service:			
Principal payments on long-term debt	-	-	1,003,955
Interest on long-term debt and commercial paper	-	-	561,842
Total expenditures	<u>11,109</u>	<u>12,323</u>	<u>5,755,247</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(7,964)</u>	<u>(6,774)</u>	<u>(424,489)</u>
Other financing sources (uses):			
Transfers out:			
Project related	-	-	(409,432)
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>603,419</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (7,964)</u>	<u>\$ (6,774)</u>	<u>\$ 178,930</u>

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of December 31, 2014

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2014 (actual)	Year Ended Dec 31, 2014 (actual)	Period from Inception through Dec 31, 2014 (actual)	Period from January 1, 2015 forward (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Tax revenues:					
Sales taxes	\$ -	\$ -	\$ 4,003,972	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	-	620	-	620
Operating interest	313	653	270,816	564	271,380
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	777	-	777
Total tax revenues	<u>313</u>	<u>653</u>	<u>4,296,868</u>	<u>564</u>	<u>4,297,432</u>
Administrative expenditures:					
SBOE fees	-	-	56,883	-	56,883
Professional services, non-project related	79	82	27,259	-	27,259
Administration costs, non-project related	262	533	96,885	431	97,316
Transfers out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	8	16	6,893	-	6,893
Total administrative expenditures	<u>349</u>	<u>631</u>	<u>222,828</u>	<u>431</u>	<u>223,259</u>
Net tax revenues	<u>\$ (36)</u>	<u>\$ 22</u>	<u>\$ 4,074,040</u>	<u>\$ 133</u>	<u>\$ 4,074,173</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 December 31, 2014

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 through Dec 31, 2014	Reimbursements through Dec 31, 2014	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
<i>(\$ in thousands)</i>										
Freeways (43%)										
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,351	\$ 982,383	\$ 810,010	\$ 786,150	\$ 196,233	\$ 23,860	\$ 881,401	\$ 90,550	\$ 790,851	97.6%
I-5 between I-5/I-405 Interchange and San Clemente	68,751	68,754	72,862	74,962	(6,208)	(2,100)	70,294	10,358	59,936	82.3%
I-5/I-405 Interchange	87,261	87,264	72,802	73,075	14,189	(273)	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,175	58,176	44,511	49,349	8,827	(4,838)	55,514	6,173	49,341	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,087	29,087	24,128	22,758	6,329	1,370	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,603	125,608	116,136	105,389	20,219	10,747	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,609	400,622	313,297	313,850	86,772	(553)	671,761	355,122	316,639	101.1%
Subtotal Projects	1,751,837	1,751,894	1,453,746	1,425,533	326,361	28,213	1,926,739	508,750	1,417,989	
Net (Bond Revenue)/Debt Service	-	-	311,917	311,917	(311,917)	-	311,917	-	311,917	
Total Freeways	\$ 1,751,837	\$ 1,751,894	\$ 1,765,663	\$ 1,737,450	\$ 14,444	\$ 28,213	\$ 2,238,656	\$ 508,750	\$ 1,729,906	44.4%
%				42.8%						
Regional Street and Road Projects (11%)										
Smart Streets	\$ 153,650	\$ 153,655	\$ 151,246	\$ 151,246	\$ 2,409	\$ -	\$ 158,075	\$ 12,296	\$ 145,779	96.4%
Regionally Significant Interchanges	89,629	89,631	89,631	89,631	-	-	87,102	146	86,956	97.0%
Intersection Improvement Program	128,041	128,045	128,045	128,045	-	-	121,612	3,832	117,780	92.0%
Traffic Signal Coordination	64,021	64,023	64,023	64,023	-	-	69,009	3,986	65,023	101.6%
Transportation Systems Management and Transportation Demand Management	12,804	12,805	12,805	12,805	-	-	11,277	217	11,060	86.4%
Subtotal Projects	448,145	448,159	445,750	445,750	2,409	-	447,075	20,477	426,598	
Net (Bond Revenue)/Debt Service	-	-	2,409	2,409	(2,409)	-	2,409	-	2,409	
Total Regional Street and Road Projects	\$ 448,145	\$ 448,159	\$ 448,159	\$ 448,159	\$ -	\$ -	\$ 449,484	\$ 20,477	\$ 429,007	11.0%
%				11.0%						

Measure M1
Schedule of Revenues and Expenditures Summary
as of December 31, 2014

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 through Dec 31, 2014	Reimbursements through Dec 31, 2014	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
Local Street and Road Projects (21%)										
Master Plan of Arterial Highway Improvements	\$ 160,738	\$ 160,747	\$ 160,747	\$ 160,747	\$ -	\$ -	\$ 152,922	\$ 99	\$ 152,823	95.1%
Streets and Roads Maintenance and Road Improvements	594,810	594,829	594,829	594,829	-	-	594,025	-	594,025	99.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	98,597	557	98,040	98.0%
Subtotal Projects	855,548	855,576	855,576	855,576	-	-	845,544	656	844,888	
Net (Bond Revenue)/Debt Service	-	-	-	-	-	-	-	-	-	
Total Local Street and Road Projects	\$ 855,548	\$ 855,576	\$ 855,576	\$ 855,576	\$ -	\$ -	\$ 845,544	\$ 656	\$ 844,888	
%				21.1%					21.7%	
Transit Projects (25%)										
Pacific Electric Right-of-Way	\$ 19,713	\$ 19,714	\$ 15,000	\$ 14,200	\$ 5,514	\$ 800	\$ 17,497	\$ 3,531	\$ 13,966	93.1%
Commuter Rail	367,691	367,704	352,478	360,164	7,540	(7,686)	411,438	60,805	350,633	95.4%
High-Technology Advanced Rail Transit	446,830	446,845	428,343	440,688	6,157	(12,345)	482,597	158,957	323,640	72.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	20,000	-	20,000	100.0%
Transitways	164,276	164,281	146,381	127,150	37,131	19,231	163,493	36,765	126,728	86.6%
Subtotal Projects	1,018,510	1,018,544	962,202	962,202	56,342	-	1,095,025	260,058	834,967	
Net (Bond Revenue)/Debt Service	-	-	56,342	56,342	(56,342)	-	56,342	-	56,342	
Total Transit Projects	\$ 1,018,510	\$ 1,018,544	\$ 1,018,544	\$ 1,018,544	\$ -	\$ -	\$ 1,151,367	\$ 260,058	\$ 891,309	
%				25.1%					22.9%	
Total Measure M1 Program	\$ 4,074,040	\$ 4,074,173	\$ 4,087,942	\$ 4,059,729	\$ 14,444	\$ 28,213	\$ 4,685,051	\$ 789,941	\$ 3,895,110	



COMMITTEE TRANSMITTAL

March 9, 2015

To: Members of the Board of Directors

From: 
Laurena Weinert, Clerk of the Board

Subject: Measure M2 Environmental Cleanup Allocation Program –
Tier 1 Grant Program Call for Projects

Regional Planning and Highways Committee Meeting of March 2, 2015

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

Absent: None

Committee Vote

This item was passed by the Members present.

Director Bartlett was not present to vote on this item.

Committee Recommendation

Authorize staff to issue the fiscal year 2015-16 call for projects for the Environmental Cleanup Tier 1 Grant Program, totaling approximately \$2.8 million, with minor changes to the Comprehensive Transportation Funding Programs Guidelines.



March 2, 2015

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Measure M2 Environmental Cleanup Allocation Program – Tier 1 Grant Program Call for Projects

Overview

The Measure M2 Environmental Cleanup Program, Project X, provides funds to help meet federal Clean Water Act standards for controlling transportation-related pollution. In February 2011, the Board of Directors approved the inclusion of the Environmental Cleanup Program to the Comprehensive Transportation Funding Programs Guidelines. Staff is seeking authorization to release the next Tier 1 call for projects.

Recommendation

Authorize staff to issue the fiscal year 2015-16 call for projects for the Environmental Cleanup Tier 1 Grant Program, totaling approximately \$2.8 million, with minor changes to the Comprehensive Transportation Funding Programs Guidelines.

Background

The Environmental Cleanup Program, Project X (ECP), provides for the allocation of two percent of annual gross Measure M2 (M2) revenues to improve overall water quality in Orange County. Funding is allocated on a countywide competitive basis to assist jurisdictions in controlling transportation-related pollution. These funds are intended to supplement, not supplant, existing transportation-related water quality programs. Funds are awarded to priority projects that improve water quality in streams, harbors, and other waterways that have a nexus to transportation-related pollution consistent with the Orange County Transportation Authority's (OCTA) Ordinance No. 3. The ordinance calls for establishment an Oversight Allocation Committee to advise the Board of Directors (Board) on priorities and process for use of the funds.

In May 2010, the Board approved a two-tiered approach to fund the M2 ECP. Specifically, the funding plan called for up to \$19.5 million in Tier 1 grants on a “pay-as-you-go” basis through fiscal year (FY) 2017-18, and up to \$38 million in Tier 2 grants via bonding through FY 2014-15. The Tier 1 Grant Program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices. The Tier 2 Grant Program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.

The previous FY 2014-15 Tier 1 call for projects (call) was finalized on September 22, 2014, with the approval of \$2,834,361 of funding. Specifically, the Board approved funding allocations for 18 projects based on the scoring criteria. The past four Tier 1 calls have resulted in funding 104 projects, totaling approximately \$11.3 million.

Discussion

The Comprehensive Transportation Funding Programs Guidelines (Guidelines) have been updated only to reflect the proposed release date and application deadline for the upcoming Tier 1 call (Attachment A). At the conclusion of the first three calls, the Guidelines were updated to reflect lessons learned, as well as improve upon the application and evaluation processes to assist potential applicants. These changes included clarifying and expanding the definition of eligible and ineligible expenditures, increasing the allowable per-project grant amount, and refining the point distribution on the application. The Environmental Cleanup Allocation Committee (ECAC) has recommended no further guideline changes at this time beyond the administrative updates mentioned above. On February 12, 2015, the ECAC endorsed the release of the fifth Tier 1 call.

Staff is recommending authorization to issue the FY 2015-16 ECP Tier 1 Grant Program call for approximately \$2.8 million. The evaluation approach remains identical to the previous call, with each proposal having the potential to receive a maximum of 110 points (including bonus points).

Tier 2 Update

Approximately \$10.6 million remains available for the Tier 2 Grant Program third call. The timing of the next call release has been discussed at length with the ECAC. At the request of the ECAC, and to gauge the interest of eligible applicants in applying for potential Tier 2 grants, staff conducted an informal email survey to determine if eligible applicants have any “shovel ready” Tier 2 projects. Based on the survey results, the ECAC recommends that the next Tier 2 call be issued in 2016 to enable eligible applicants to further develop projects.

Next Steps

With Board approval, staff will initiate the Tier 1 call which is anticipated to commence March 16, 2015. During the call, staff will offer one-on-one meetings to assist local agencies with the application process. Applications would be due on May 15, 2015, and staff will return with funding recommendations to the Board by late summer 2015.

Fiscal Impact

This project was approved in OCTA's FY 2014-15 Budget, Planning Division, Account 0017-7831-MX001-T6S, and is funded with M2 funds.

Summary

The Orange County Transportation Authority staff is recommending authorization to issue the fiscal year 2015-16 call for projects for the Environmental Cleanup Tier 1 Grant Program, totaling approximately \$2.8 million.

Attachment

- A. Chapter 12 – Environmental Cleanup Program (Project X)

Prepared by:



Alison Army
Senior Transportation Analyst
(714) 560-5537

Approved by:



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



Chapter 12 – Environmental Cleanup Program (Project X)

Overview

The Project X/Environmental Cleanup Program (ECP) provides for Measure M2 (M2) revenues to improve overall water quality in Orange County from transportation-generated pollution. Specifically, the Orange County Local Transportation Authority's Ordinance No. 3 (M2 Ordinance) dated July 24, 2006; provides 2 percent of gross M2 revenue dedicated to protecting Orange County beaches and waterways from the conveyance of urban runoff associated with transportation generated pollution. The M2 Environmental Cleanup Program (ECP) ensures that funds will be used on a countywide, competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices (BMPs).

As required by the M2 Ordinance, an Environmental Cleanup Allocation Committee (ECAC), representing a broad cross-section of the water quality community, was formed in October 2007 to provide guidance on program design and funding. The goal of the ECP is to fund projects on a countywide, competitive basis. This will assist the County of Orange and Orange County cities in reducing transportation-related water quality pollution by meeting Clean Water Act standards for local waterways and beaches.

Proposed projects must demonstrate a direct nexus (connection) to a reduction of transportation-related pollution as developed and defined by the ECAC in conformity with the M2 Ordinance. All proposing agencies must demonstrate an understanding of how their proposed projects meet the following transportation pollution nexus definition:

- *Transportation-related activities can be a contributor of pollutants and/or impairments to receiving waters via aerial deposition, storm, and non-storm water discharges. Transportation-related activities are associated with the operation, construction, and maintenance of public roads, highways, and other ground transportation systems.*
- *The conveyance of transportation-related pollutants to surface and groundwater can occur from precipitation, runoff, and leaching entering or discharging from public roads, highways, and other ground transportation systems via drainage systems; such as catch basins, curbs, gutters, ditches, manmade channels, retention basins, or storm drains. The quality and quantity of these discharges vary considerably and are affected by hydrology, geology, land use, season, and sequence and discharge of hydrologic events.*
- *Pollutant sources can encompass right-of-way, properties, facilities, and activities related to motor vehicles, highway maintenance, construction site runoff,*

Chapter 12 – Environmental Cleanup Program (Project X)



maintenance facility runoff, illegal dumping, spills, and landscaping care. Pollutant categories include, but are not limited to: metals (such as copper, lead, and zinc), organic chemicals and compounds (hydrocarbons and pesticides), sediment, nutrients (nitrogen and phosphorus), litter, oxygen demanding substances (decaying vegetation, animal waste, and other organic matter), groundwater dewatering discharges, and pathogenic material.

The M2 ECP funds are designed to supplement, not supplant existing water quality programs. Proposed projects must improve and not replace existing pollution reduction efforts by an eligible party. Funds will be awarded to the most competitive projects with the highest benefit to water quality.

The intent of the Environmental Cleanup Program is to provide funding for water quality projects that do not replace existing transportation water quality expenditures. In other words, if a project has components which would replace features already in place or which would fulfill project specific mitigation, those components would not be eligible for M2 funding consideration. Some upgrades and expansions may be eligible. The eligibility of the project and its components will be determined during the evaluation process. Contact Program Manager for details.

In May 2010, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a two-tiered approach to fund the M2 ECP. Specifically, the funding plan called for up to \$19.5 million in Tier 1 grants on a “pay-as-you-go” basis through fiscal year (FY) 2017-18, and up to \$38 million in Tier 2 grants via bonding through FY 2014-15. The Board has now approved the funding guidelines for both the Tier 1 and Tier 2 Grant Programs.

Organization of Chapter 12

The first part of the chapter consists of funding guidelines for the Tier 1 Grant Program. The second part of the chapter consists of funding guidelines for the Tier 2 Grant Program.



Section 12.1 – Tier 1 Grant Program

Overview

The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on the roadways and in the catch basins (storm drains) prior to being deposited in waterways and the ocean. It consists of grant funding for Orange County local governments to purchase equipment and upgrades for existing catch basins and other related BMPs (i.e., "street-scale" low flow diversion projects). Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above mentioned pollutants. However, three calls for projects have been held to date for Tier 1. Through that process, most of the opportunities for street-scale BMP's have been fulfilled. Therefore, the Tier 1 project types have been reassessed and expanded as the program needs have changed. Water quality projects, regardless of technology, are eligible for Tier 1 funding provided they have a verifiable benefit to water quality and fall within the maximum per project programming cap. The intent of this funding program is for project applicants to complete the work generally within one year from the letter agreement execution.

Tier 1 Project Types

The Tier 1 projects funded in the past include the following types. A description of each project type is provided below:

- 1) Automatic Retractable Screen and other debris screens or inserts: screen or insert units prevent debris from entering the storm drain system.
- 2) Irrigation system retrofits to reduce runoff: these projects decrease runoff from highway medians by using more efficient irrigation systems and/or replacing existing landscape to reduce the amount of water used in irrigation.
- 3) Continuous Deflection Separator (CDS): CDS units divert runoff away from waterways and screen storm drain flows from trash and debris. CDS units screen, separate, and trap debris, sediment, oil, and grease from storm water runoff.
- 4) Linear Radial Gross Solid Removal Device (GSRD): GSRDs are certified full capture systems which efficiently remove large solids from runoff water flows.
- 5) Marina Trash Skimmer: marina trash skimmers draw in floating debris, such as plastics, bottles, paper, oil sheen, and drift wood. The installation of marina trash skimmers is expected to reduce the amount of trash and debris reaching the open ocean.
- 6) Bioswales and Bioretention systems: pollutants and sedimentation are captured and subsequently removed from stormwater runoff.

Chapter 12 – Environmental Cleanup Program (Project X)



Pre-Application Process

In order to ensure the best use of M2 funds and assist eligible jurisdictions with the Tier 1 Grant Program, applicants may engage in a pre-application process with OCTA staff in project planning, cost estimate development, and determination of likely projected competitiveness. Specific meeting times will be established once the call is initiated. Subsequent to the call for projects deadline and submittal of the grant application, applicants will not be able to change the content of the application or scope of the project.

Eligible Applicants

ECP funds can be used to implement street and highway-related water quality improvement projects to assist Orange County cities and the County of Orange to meet federal Clean Water Act standards for urban runoff. Applicants eligible for ECP funds include the 34 Orange County cities plus the County of Orange. Eligible applicants must meet the transportation requirements discussed in the M2 Ordinance.

Third parties, such as water and wastewater public entities, environmental resource organizations, nonprofit 501(c) environmental institutions, and homeowners associations cannot act as the lead agency for a proposed project, however; these agencies can jointly apply with an Orange County city and/or the County of Orange.

Two or more agencies may participate in a project. If a joint application among agencies and/or third party entities is submitted, a preliminary agreement with joint or third party entities must be provided as part of the application. In order to meet M2 Ordinance requirements, an eligible applicant must be the lead agency for the funding application. Per Chapter 9, if a project includes more than one jurisdiction and is being submitted as a joint application, one agency shall act as lead agency and must provide a resolution of support from all joint applicants.

Each eligible jurisdiction must meet the eligibility criteria as set forth in Chapter 1 of these guidelines.

Project Programming

The Tier 1 Grant Program approach is designed to be consistent with Chapter 2 of this CTFP Manual regarding the provisions below:

- Program Consolidation
- Funding Projections
- Programming Adjustments
- Project Cost Escalation
- Programming Policies

Chapter 12 – Environmental Cleanup Program (Project X)



- Schedule Change Requests
- Project Advancements
- Semi-Annual Review

Refer to Chapter 2 for explanations of the above provisions.

Funding Estimates

A total of up to \$19.5 million is available for the Tier 1 Grant Program over a seven-year window from FY 2011-12 through FY 2017-18.

The maximum amount for the Tier 1 Grant Program is \$200,000 per project. To ensure that ECP funds are distributed to the highest number of eligible agencies, entities submitting more than one proposal must designate which project is the highest priority for funding. As part of the proposal scoring criteria, an extra 15 points will be awarded to the designated priority project. The maximum amount that an applicant can receive in a funding period is \$500,000.

Matching Funds

For the Tier 1 Grant Program, a minimum local match of 25 percent of the eligible project cost is required. These matching funds can be provided by cash contributions and/or in-kind services. In-kind services can include salaries and benefits for employees who work directly on the project. In addition, ongoing operations and maintenance of the project for a maximum of 10 years can be pledged on a match. For projects wherein ongoing operations and maintenance are pledged as match, the local agency will report on actual operations and maintenance expenditures as part of the semi-annual review process (see page 2-7). Local agencies must complete Form 10-17 for each grant project.

Retroactive expenditures cannot be credited towards the matching fund threshold.

Overmatch

For the Tier 1 Grant Program, administering agencies may “overmatch” ECP projects; that is, additional cash match may be provided for the project. Applicants will receive additional points in the evaluation process for matching with cash above the minimum requirement. Proposals that exceed the 25 percent minimum funding match will be given an additional one-half point for every five percent over the minimum cash match (up to 5 bonus points). Projects that achieve an overmatch using a combination of cash and in-kind services shall not be awarded bonus points.

Chapter 12 – Environmental Cleanup Program (Project X)



Additionally, administering agencies must commit to cover any future cost overruns if the project is underfunded. Any work not eligible for ECP reimbursement must be funded by other means by the project applicant and cannot count as match. These non-eligible items should not be included in the cost estimate breakdown in the application.

Reimbursements

For the Tier 1 Grant Program, OCTA will release funds through two payments. The initial payment will constitute 75 percent of the contract award or programmed amount at contract award. OCTA will disburse the final payment, approximately, 25 percent of eligible funds, after approval of the final report. Further information on reimbursements can be located within Chapter 10 of the most recent version of the CTFP Guidelines.

Scope Reductions/Modifications and Cost Savings

Any proposed scope reductions of an approved project must be submitted to OCTA to ensure consistency with the Tier 1 Grant Program requirements. If the proposed scope reduction is approved by OCTA, cost savings will be proportionally shared between OCTA and the grantee -- a reduction in ECP funds must be applied proportionally to maintain the approved local match percentage. All cost savings will be returned to the Tier 1 Grant Program for reallocation for the subsequent call of projects.

Any minor scope modifications, such as BMP device quantities and/or the adjustment of device locations, must be submitted to OCTA for administrative approval prior to the implementation of the project. The proposed modifications must mitigate the same pollutants, affect the same waterways, and meet all other provisions as stipulated in these guidelines.

2015 Tier 1 Call for Projects

2015 Tier 1 Call for Projects applications must be received by OCTA **no later than 5:00 PM, May 15, 2015**. Projects that do not award construction contracts by June 30, 2016 will not be considered. OCTA allocates funds on July 1 of each year. Funds will become available upon execution of a letter agreement. Approximately \$2.8 million will be available for the 2015 Tier 1 call for projects.

After the Tier 1 applications are reviewed by OCTA, an advisory panel will review and rank projects. Following a review by the ECAC, a recommended priority list of projects will be forwarded to the OCTA Board for approval in late summer 2015. Funds allocated for projects are final once approved by the OCTA Board. No additional funds will be allocated to the project. Grantees are responsible for any costs exceeding the allocated amount.



Tier 1 Selection Criteria

OCTA will evaluate all proposals that meet the mandatory prerequisites based on competitive selection criteria (Exhibit 12-1) with the following categories:

- Problem and source identification
- Project design
- Project implementation and readiness
- Operations and maintenance
- Project benefits
- Performance metrics

Each proposal can receive a maximum of 100 points, exclusive of ten bonus points associated with up to five points related to a cash overmatch, and up to five points related to eligible agencies that have previously funded the implementation of structural BMP's to mitigate pollutant loading. Previous projects funded by M2 Competitive Grant funds cannot be used for bonus points consideration. Proof of documentation such as invoices or payment request must be available on the purchase of the equipment or services provided by vendors. These latter bonus points are based on the ECAC's recommendations that previous local funding of structural BMPs should be acknowledged and rewarded. See Exhibit 12-1 for scoring categories and point distribution.

Chapter 12 – Environmental Cleanup Program (Project X)



Exhibit 12-1 (Tier 1 Scoring Criteria)

Scoring Criteria	Points Possible
1. Describe the need for the selected BMP(s), including nexus to transportation pollutants, and detail the benefits to water quality the BMP(s) will achieve. (up to 10 Points)	10
2. Is this the lead agency's highest priority project? (15 points)	15
3. List the waterway(s) associated with this project, including applicable 303(d) listings. (2 points per 303(d) listing, up to 12 points)	12
4. List the pollutant(s) that would be addressed by the proposed project and the source(s) generating those pollutants. (2 points per pollutant, up to 16 points)	16
5. How effective will the proposed project be in dealing with the more visible forms of pollutants, such as a litter and debris? (up to 10 points)	10
6. What other BMP types were considered for this project? Why was the proposed BMP chosen? (5 points)	5
7. Provide information on proposed BMP performance efficiency and/or effectiveness, including pollutant capture, storage capacity, flow capacity, etc. (up to 6 points)	6
8. Project Readiness: following approval of funding, how long until the proposed BMP will be operational? (up to 6 points)	6
Less than 4 Months (6 points)	
4 - 8 months (4 points)	
8 - 12 months (2 points)	
More than 12 months (1 point)	
9. What is the methodology for measuring pollutant reduction before and after the BMP is implemented? How frequently will monitoring and performance assessment occur? (up to 10 points)	10
10. Provide an operations and maintenance plan for the lifespan of the proposed project. Include schedule of inspections, cleaning, removal and disposal of pollutants, repairs, etc. (up to 5 points)	5
11. Will the proposed project provide any benefits beyond water quality improvement (i.e., recreation, habitat, drainage) (up to 5 points)	5
	100
12. BONUS: how many different Tier 1 type BMP's are currently installed within the local agency's jurisdiction, excluding BMP's funded by previous ECP grants. (1 point per BMP type, up to 5 points)	5
13. BONUS: are local matching funds in excess of the 25% minimum being proposed? If yes, at what percentage? (.5 point for each 5% cash overmatch, up to 5 points) Note: overmatch bonus points can only be granted to projects whose match is entirely cash, no in-kind services.	5
	110

Chapter 12 – Environmental Cleanup Program (Project X)



Application Process

The following information, which is to be completed within the Tier 1 Grant Application Form, available electronically from OCTA, is required to evaluate and select projects. A checklist is included in the Tier 1 Grant Application Form to assist eligible agencies in assembling project proposals. The following project information will be necessary as part of the application process:

- Project Title
- Lead Agency Information
- Joint-Application (if applicable)
- Proposed Schedule
- Project Management
- Description and Scope of Proposed Project
- Integrated Regional Water Management Plan identification (if applicable)
- Water Bodies and 303(d) Listings
- Project Readiness
- Performance Metrics
- Detailed Project Estimate

In addition to the completed Tier 1 Grant Application, the following documentation is required as part of the application process:

- Project design or concept drawings, including preliminary design calculations, of proposed BMP
- Precise maps to show tributary drainage area and proposed location(s) for BMP installation
- Digital project site photos
- A project master schedule
- Preliminary agreements with joint and/or third party entities if part of the funding application
- A city council resolution. If a final resolution is not provided with the application, the lead agency must provide the date the resolution will be approved by the city council. (Exhibit 12-2)

For the Tier 1 Grant Program, an unbound original and three copies (total of four) of the completed application form and supporting documentation are to be submitted, plus a CD/DVD copy of the complete application. Use separate sheets of paper if necessary.

There is no maximum length for proposals. All pages must be numbered and printed on 8 1/2 x 11 sheets of white paper. Maps and drawings can be included on 11 x 17 sheets, folded into the proposal. *The original proposal should be left unbound for reproduction purposes.*

Chapter 12 – Environmental Cleanup Program (Project X)



Exhibit 12-2 (Tier 1 Sample Resolution)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL/BOARD OF THE CITY/COUNTY OF _____
AUTHORIZING AN APPLICATION FOR FUNDS FOR THE ENVIRONMENTAL CLEANUP, TIER 1 GRANT
PROGRAM UNDER ORANGE COUNTY LOCAL TRANSPORTATION ORDINANCE NO. 3 FOR

(NAME OF PROPOSAL) PROJECT.

WHEREAS, Orange County Local Transportation Ordinance No.3, dated July 24, 2006, and is known and cited as the Renewed Measure M Transportation Ordinance and Investment Plan makes funds available through the Environmental Cleanup Program to help protect Orange County beaches and waterways from transportation-generated pollution (urban runoff) and improve overall water quality.

WHEREAS, the Environmental Cleanup, Tier 1 Grant Program consists of funding purchases and installation to catch basins with Best Management Practices, such as screens, filters, inserts, and other "street-scale" low flow diversion projects.

WHEREAS, OCTA has established the procedures and criteria for reviewing proposals; and

WHEREAS, (ADMINISTERING AGENCY) possesses authority to nominate water quality improvement projects that have a transportation pollution nexus to finance and construct the proposed project; and

WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (NAME OF PROPOSAL), including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the (ADMINISTERING AGENCY) to act in connection with the nomination and to provide such additional information as may be required; and

WHEREAS, the (ADMINISTERING AGENCY) will maintain and operate the equipment acquired and installed; and

WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the funded Tier 1 Grant Project; and

WHEREAS, the (ADMINISTERING AGENCY) will cause work on the project to be commenced within a reasonable time after receipt of notification from OCTA and that the project will be carried to completion with reasonable diligence; and

WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the American with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations;

WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.

WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the City/County of _____, hereby authorizes (NAME OF AGENCY REPRESENTATIVE) as the official representative of the (ADMINISTERING AGENCY) to accept funds for the Environmental Cleanup, Tier 1 Grant Program for (NAME OF PROPOSAL).

BE IT FURTHER RESOLVED that the City/County of _____, agrees to fund its share of the project costs and any additional costs over the identified programmed amount.

Chapter 12 – Environmental Cleanup Program (Project X)



Eligible Expenditures

- ECP funds must be for capital improvement. Construction management and project management cannot exceed 15 percent of the total construction costs. Eligible jurisdictions may use in-kind services to meet all or part of the matching funds requirement. These services can include salaries and benefits for employees of the eligible jurisdiction who perform work on the project or programs. Only those employees' salaries and benefits working directly on the project will be considered for the matching requirement.
- ECP funds can only be used for facilities that are in public ownership for public use; however, water quality improvements on private property, which are connected to municipal separate storm sewer systems, are eligible. (For example, a homeowner association can apply for funding through an eligible agency if the proposed project is connected to a public facility.)
- Reducing volume of surface flows is an integral factor of improving water quality, therefore, projects that have water-saving features (i.e., drip systems) are eligible for funding considerations.

Ineligible Expenditures

- Operations and maintenance plans are not eligible expenditures. However, up to 10 years of ongoing operations and maintenance costs can be utilized as in-kind services as a source of matching funds.
- ECP funds are not to be used for planning.
- Expenditures prior to the grantee executed letter agreement date cannot be considered eligible for funding or match.
- Landscaping installation and replacement are not eligible for funding consideration.
- Capital equipment purchases related to regular on-going street maintenance efforts, including, but not limited to: trash receptacles, vacuum trucks and/or equipment, street sweepers, signage, etc.)

Reporting and Reimbursement

Chapter 10 of the CTFP Guidelines outlines the process and requirements regarding reimbursements and reporting for the Tier 1 Grant Program. A final report must be filed within 180 days of the project being completed with information as shown in Form 10-16.

Additionally, an exception to Precept #36: Agencies may appeal to the ECAC and the OCTA Board on any issues that the agency and OCTA cannot resolve, as such are the approving bodies for this program.

Chapter 12 – Environmental Cleanup Program (Project X)



Technical and/or Field Review

Once an agency submits a final report for a project, OCTA shall review the report for compliance with the CTFP guidelines and may conduct a field review. OCTA will use the project cost estimate forms submitted with the application and revised where appropriate, project accounting records and the final report as the primary items to conduct the review. Agencies must maintain separate records for projects (i.e., expenditures, interest) to ensure compliance. Only CTFP eligible items listed on a project's cost estimate form will be reimbursed. See Chapter 11 for independent audit requirements beyond the technical and/or field review.

Additional Information

Completed applications and questions regarding these procedures and criteria should be directed to:

By mail:

Dan Phu
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-5907
Fax: (714) 560-5794

In person:

Orange County Transportation Authority
600 South Main Street
Orange, CA 92863-1584



COMMITTEE TRANSMITTAL

March 9, 2015

To: Members of the Board of Directors
From: ^{lw}Laurena Weinert, Clerk of the Board
Subject: Funding for Interstate 405 Express Lanes Costs

Regional Planning and Highways Committee Meeting of March 2, 2015

Present: Directors Bartlett, Donchak, Lalloway, Miller, Nelson, Spitzer,
and Ury
Absent: None

Committee Vote

This item was passed by the Members present.

Director Miller voted in opposition.


Committee Recommendation

Authorize the use of up to \$500,000 from the Orange County Unified Transportation Trust to fund costs associated with the express lanes component of the Interstate 405 improvement project.



March 9, 2015

To: Members of the Board of Directors

From:  Laurena Weinert, Clerk of the Board

Subject: Funding for Interstate 405 Express Lanes Costs

At the March 9, 2015 Board meeting, Director Spitzer stated his concerns that OCTA needs to seek reimbursement for the Orange County Unified Transportation Trust Fund and include in the cooperative agreement with Caltrans.

Board Recommendations (*Reflects a change from Committee's Recommendation.*)

Note: Recommendation B was added

- A. Authorize the use of up to \$500,000 from the Orange County Unified Transportation Trust to fund costs associated with the express lanes component of the Interstate 405 improvement project.
- B. Direct staff to seek reimbursement for the Orange County Unified Transportation Trust fund and include in the cooperative agreement with California Department of Transportation regarding the Interstate 405 improvement project.



March 2, 2015

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Funding for Interstate 405 Express Lanes Costs

Overview

Per direction from the Orange County Transportation Authority Board of Directors, the Chief Executive Officer will begin discussions with the California Department of Transportation regarding the Interstate 405 improvement project which will include an express lanes facility. The Orange County Transportation Authority will incur some costs to effectively prepare and engage in those discussions and will need to fund those costs with a non-Measure M source.

Recommendation

Authorize the use of up to \$500,000 from the Orange County Unified Transportation Trust to fund costs associated with the express lanes component of the Interstate 405 improvement project.

Background

On February 9, 2015, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed the Chief Executive Officer (CEO) to engage in discussions with the California Department of Transportation (Caltrans) regarding the Interstate 405 (I-405) improvement project. The Board has also previously directed that Measure M2 (M2) funds not be used for the express lanes component of the I-405 improvement project.

Discussion

Per Board direction, the CEO will have discussions with Caltrans regarding the delivery of the I-405 Improvement project, including express lanes in the corridor. In order to properly analyze and prepare for these discussions with Caltrans, OCTA will incur costs for traffic and revenue consultants, legal fees, public outreach, staff time, and other costs that are above and beyond the scope of the M2 project. Since the Board has directed that M2 funds not be

used for the express lanes component of the project, an alternative source of funds needs to be identified.

Funds from the Orange County Unified Transportation Trust (OCUTT) are eligible to be used to fund the costs associated with preparing for the discussions with Caltrans. In the past, OCUTT has been used to provide initial funding for projects with the expectation that when project revenues become available, they will be repaid. Examples of such projects include paying for initial M2 administrative costs prior to the collection of the sales tax to initiate the Early Action Plan, buying out the non-compete clause for State Route 91, and providing a loan to the City of Placentia.

To handle the cash flow requirements for the costs associated with the express lanes portion of the I-405 Improvement project, staff recommends utilizing funds from OCUTT. If approved, staff will delineate costs associated with the express lanes component from the M2 project. Additionally, if OCTA becomes the lead agency for implementing express lanes, it could choose to payback OCUTT for these costs with future toll revenues.

Summary

Staff recommends authorizing the use of Orange County Unified Transportation Trust funds to pay for costs associated with the express lanes portion of the I-405 improvement project.

Attachment

None.


Prepared by:

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



COMMITTEE TRANSMITTAL

March 23, 2015

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

Transit Committee Meeting of March 12, 2015

Present: Directors Do, Jones, Katapodis, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote


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

Staff Recommendation

Receive and file as an information item.



March 12, 2015

To: Transit Committee 
From: Darrell Johnson, Chief Executive Officer
Subject: Rail Programs and Facilities Engineering Quarterly Report

Overview

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

Recommendation

Receive and file as an information item.

Background

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

Discussion

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

Rail Capital

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

Station Improvements

At the Laguna Niguel/Mission Viejo Metrolink Station, design efforts are progressing towards completion for the Americans with Disabilities Act (ADA)-compliant access ramps that will utilize the existing pedestrian underpass. The ADA access ramps will replace the existing elevators which are frequently out of service, requiring bus service to transport passengers from one side of the station to the other. The existing elevator rooms will be converted to a restroom and vending machine area. Additional benches and shade structures will also be added to the platforms. The original design was scheduled for completion by August 2014. During a final review by a stakeholder in June 2014, an underground utility conflict was discovered, and relocation of this utility is now required to build the project. OCTA completed and integrated the utility relocation design into the project construction documents. Right-of-way (ROW) discrepancies have been found in the record documents between OCTA and the utility company. Additional efforts by OCTA to identify ROW ownership and rights were completed this quarter and subsequently communicated to the City representatives to obtain concurrence on the findings including the financial responsibility for utility relocation work. Once the above concern is resolved between all parties, the necessary utility agreement for utility relocation work will be executed between the parties. Final design is now estimated to finish in April 2015.

The parking expansion project at the Orange Transportation Center, led by the City of Orange (City), represents a longstanding effort between the City and OCTA to increase the parking capacity at the station for existing and anticipated future growth in ridership. As previously reported, this project is behind schedule due to several issues related to the abolishment of the Orange Redevelopment Agency (RDA). The City had planned to use RDA funds to cover its share of costs for this project and the site for the parking structure was purchased with RDA funds, requiring the City to go through a lengthy process with the state in order to assume ownership of the parcel and retain the ability to own and maintain the property for this purpose. These issues have since been resolved, and the City has proceeded with design and environmental analysis. Conceptual plans for the parking structure were

approved by the City in August 2013 following extensive community outreach efforts. Environmental technical studies have also been completed. State Historic Preservation Office (SHPO) review of the City's historical resources report is now underway, with completion of SHPO review expected in spring of 2015. Public review and City approval of the environmental documents and final design plans are expected in summer 2015. The project is anticipated to begin construction in early 2016, and construction is expected to last 15 months. OCTA staff continues to work closely with the City, providing assistance as appropriate, to ensure the project progresses.

The proposed new Placentia Metrolink Station platforms and parking will be located on BNSF Railway and City of Placentia-owned ROW. OCTA is the lead for design and construction of the project. Plans for the platforms, station amenities, and parking are 95 percent complete. However, finalization of the design is on hold pending the outcome of the City of Placentia's negotiations with private developers for a possible transit-oriented development on city-owned property where a surface parking lot serving the station was planned to be constructed. A new cooperative agreement with the City for construction of the station will need to be presented to the Board for approval once the City has a signed agreement with the developer.

The Anaheim Canyon Station improvement project includes the addition of a second station track, platform, extensions of the existing platform, and associated passenger amenities, including ticket vending machines, benches, canopies, and signage. The project is anticipated to move forward with OCTA as the lead agency on all phases of project development, including environmental. A cooperative agreement with the City is in place for the project defining roles and responsibilities. OCTA staff continues to work with the City to define the project in a project definition report (PDR). A final version of the PDR was sent to the City on December 22, 2014, for signature. OCTA anticipates releasing a request for proposals for a consultant to perform the environmental and preliminary design, once the City approves and signs the PDR.

The City of Fullerton is the lead agency on a project at the Fullerton Transportation Center (FTC), which will add an elevator tower to each side of the existing railroad pedestrian bridge. The City had a bid opening on November 4, 2014. The lowest responsible bidder was \$488,000 over the engineer's estimate. The City has requested additional funds from OCTA to allow the project to proceed. A programming action will be taken to the Board in March to program an additional \$500,000 to this project.

In late November 2014, a ticket vending machine was relocated to the north end of the track 1 platform at the FTC. The new location of the machine is

convenient for passengers accessing the platform from the new parking structure on Harbor Boulevard.

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

There are currently eight grade separation projects along the LOSSAN rail corridor that have completed project study reports. Two of these grade separation projects are currently progressing in the preliminary engineering and environmental clearance phase, and one grade separation project is currently under construction.

On May 23, 2014, the Board approved the selection of a consultant to prepare the project report and environmental document (PR/ED) for the 17th Street grade separation in the City of Santa Ana. The contract with the negotiated scope and fee was fully executed on October 10, 2014, and the consultant was given the notice to proceed the same day. Initial project activities have begun this quarter, including submitting a baseline project schedule, the necessary project and quality management plans, safety plans, conducting project development team meetings, surveying and mapping, and meeting with the California Department of Transportation (Caltrans) Local Assistance regarding preliminary environmental studies submittal and area of potential effects for this project. It is anticipated during the next quarter additional project activities will begin including public outreach strategy, traffic counts, value analysis study, geometric development, noise and vibration studies, initial site assessment, and preparation of the railroad encroachment permit application. The PR/ED phase is anticipated to be completed in spring 2016.

The Sand Canyon Avenue grade separation located in the City of Irvine is currently under construction. Underground conduits for Southern California Edison's (SCE) new pump station and street lighting are complete. The storm drain work on Burt Road and Sand Canyon, access road, and bio retention basin are complete. Pump station mechanical and electrical tests are complete. Work on the roadway at Burt Road and Sand Canyon at the 76 gas station and project irrigation and landscaping are continuing. The contract is expected to be completed in April 2015.

The Santa Ana Boulevard grade separation, located and led by the City of Santa Ana, is currently in the project approval and environmental document phase. The City of Santa Ana has completed the project report and environmental document for this project. The draft environmental document was submitted to Caltrans for review and approval in compliance with the National Environmental Policy Act (NEPA). It was determined by Caltrans that this project meets the requirements of a categorical exclusion (CE) and the NEPA CE was approved on July 8, 2014. The City of Santa Ana filed a notice of

exemption for this project in compliance with the California Environmental Quality Act (CEQA) on June 23, 2014. Completion of CEQA and NEPA actions completes the environmental clearance for this project. The project report equivalent was approved by the Santa Ana city council on December 2, 2014, and therefore completing the project approval phase of the project. Funding for final design, ROW acquisition, and construction has not been identified.

Rail Corridor Improvements

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

On March 31, 2014, Metrolink, on behalf of OCTA, completed construction of the San Clemente Beach Trail Audible Warning System (AWS) project. This represents a major milestone for a project that has encountered various challenges through the development and engineering phase. The project provides additional safety improvements and audible warning devices at seven pedestrian crossings along the San Clemente Beach Trail. There are regulatory issues that do not currently allow AWS to replace the railroad's use of train horns. OCTA, the City of San Clemente, along with state and federal regulatory agencies have cooperatively developed a waiver to allow for the use of the AWS in lieu of the routine sounding of the train horns to mitigate train noise in this area. The waiver request was submitted to the Federal Railroad Administration in August 2014.

The Laguna Niguel to San Juan Capistrano passing siding project adds approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track. The project will enhance operational efficiency of passenger services within the LOSSAN rail corridor. On August 25, 2014, the Board approved the selection of a consultant to prepare the plans, specifications, and estimate, and to negotiate and execute a cooperative agreement with the Southern California Regional Rail Authority (SCRRA) to provide engineering and engineering review services for this project. Staff is currently in negotiation with the selected firm, and it is anticipated the project will begin in early March 2015. The cooperative agreement with SCRRA is fully executed on December 1, 2014.

Staff continues to work with the rail corridor cities to fine tune and address any concerns with the grade crossings that were improved through the Rail-Highway Grade Crossing Safety Enhancement Program. During the reporting period, the City of Santa Ana filed a notice of intent to establish a quiet zone (QZ) at the 4th Street and Santa Ana Boulevard grade crossings. This

QZ went into effect in late August 2014. The Del Obispo Road crossing in the City of San Juan Capistrano is in close proximity to the San Juan Capistrano Station (Station) and is impacted when trains move into and through the Station. OCTA continues to work with the City of San Juan Capistrano to refine the traffic and railroad signal operations to limit the duration of time that the crossing gate arms are in the down position while a train is stopped at the Station, and also explore long term solutions.

The railroad ROW Slope Stabilization project includes eight locations within the LOSSAN rail corridor that have been identified for improvements to prevent future erosion and slope instability. Staff has developed a scope of work and has begun the procurement process for preliminary engineering and final design.

Transit Extensions to Metrolink

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

ARC Project

Preparation of environmental documentation for the ARC project is ongoing. As part of this effort, the City of Anaheim is evaluating alternative alignments to address concerns regarding project costs and ROW needs. Once the City of Anaheim selects the alternatives to carry forward in the environmental documentation, an updated project schedule, project definition, and supporting technical studies will be provided to OCTA anticipated for April 2015 for review and comment.

SA/GG Streetcar Project

The cities of Santa Ana and Garden Grove completed the revised environmental assessment/final environmental impact report (REA/FEIR) in December 2014, representing a major milestone for the project. The Santa Ana City Council will take action to certify completion of the EIR in January 2015 and the City of Garden Grove took action on the LPA in February 2015 and FTA is expected to issue a Finding of No Significant Impact in the third quarter.

With the successful conclusion of the environmental phase, OCTA will be advancing the project into further design and engineering. To support this effort, OCTA released a Request for Proposals on October 27, 2014 to procure project management consultant (PMC) services. The PMC contract was approved by the Board in February 2015. The PMC will serve as additional staff resources in the management of the SA/GG Streetcar project overseeing project development, engineering, construction, and initial operation activities.

Rail Operations

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

In August 2013, OCTA was selected as the Managing Agency for the LOSSAN Rail Corridor Agency (Agency). Rail Operations provides the primary staffing for the Managing Agency duties. In this capacity, staff is responsible for negotiating an inter-agency transfer agreement with the State of California for the Agency to assume full administrative responsibility for the Pacific Surfliner intercity rail service. Additionally, staff is also responsible for the daily administration of the Agency, including agenda preparation for Technical Advisory Committee and Board meetings, policy development, legislative platform development, developing an annual business plan, and a variety of other functions.

The total second quarter (October, November, December) ridership of fiscal year (FY) 2014-15 (weekday and weekend) for the three Metrolink lines serving Orange County, including Rail 2 Rail passengers, has increased by one percent compared to the same quarter last year, and decreased by 9.1 percent from the previous quarter.

In July 2014, Metrolink 91 Line weekend service began with four daily trips between Los Angeles and Riverside. The new 91 Line service averaged around 3,800 per month in the first quarter, and 4,000 passengers per month in the second quarter of FY 2014-15. In the second quarter of FY 2014-15, Orange County (OC) Line weekend ridership has increased by 12.6 percent and Inland Empire-Orange County (IEOC) weekend ridership has decreased by 11 percent, compared to the same quarter last year.

Second quarter on-time performance (OTP) for the three lines serving Orange County averaged 90 percent, compared to the systemwide average of 92.8 percent. OTP for the OC, IEOC, and 91 lines averaged 94.8 percent, 87.7 percent, and 87.4 percent, respectively.

Metrolink revenue for the three lines serving Orange County for the second quarter of FY 2014-15 has shown a decrease of 1.3 percent compared to the second quarter of FY 2013-14. In comparison to the previous year, there was a systemwide decrease of 4.13 percent. The OC Line experienced less than a one percent increase, the IEOC Line had a decrease of 3.8 percent, and the 91 Line had a 2.8 percent decrease in revenue compared to the same period last year. Revenue could be showing a decline due to the ticket vending machine issues and difficulty distributing a ticket. Second quarter ridership, revenue, and OTP are summarized in the table below. Rail 2 Rail ridership is included.

<u>Second Quarter – Orange County</u>	<u>Ridership</u>	<u>Revenue</u>	<u>On-Time Performance</u>
FY 2013-14	1,063,359	\$ 8,339,437	93.4 percent
FY 2014-15	1,073,628	\$ 8,230,839	90 percent
FY 2013-14 vs FY 2014-15	1.0 percent	-1.3 percent	-3.6 percent

The Federal Transit Administration awarded OCTA with a grant for \$2.23 million for Orange County station rehabilitation projects, based on prior capital improvement program (CIP) study completed in 2012. The funds may potentially go towards a new staircase for the Fullerton station pedestrian overpass, new and improved lighting for the San Clemente Pier station, as well as seating and shading structures spread throughout Orange County stations. The addition of seating and shade structures at stations was also identified in the CIP study. The report evaluated station conditions and prioritized potential enhancements as they age and the level of passenger rail service increases.

Transit Facilities Engineering

The Department is responsible for the ongoing capital rehabilitation and new capital projects for all OCTA transit facilities, including the five bus bases and seven park and ride lots. Specifically, the Department is responsible for the development and implementation of capital and rehabilitation projects, and facility modifications to assume proper maintenance of OCTA’s assets. Design is underway on four projects this period, including the vehicle inspection station

equipment canopy at the Garden Grove Bus Base, maintenance building heating, ventilation, and evaporative cooling replacement at the Irvine Construction Circle Bus Base, bus wash run-off mitigation at all bus bases, and pavement repairs at Garden Grove Bus Base and Fullerton Park and Ride. There are four projects in the bid phase this period, Fall Protection at skylights and maintenance pits at all bus bases, heating, ventilation, and air conditioning replacement at the Garden Grove Bus Base operations building, trellis beam repair at the Newport Transportation Center, and facility modifications at the Irvine Construction Circle Base. Three projects are currently under construction, including replacement of underground storage tanks at the Irvine Sand Canyon, Garden Grove, and Anaheim bus bases, painting and coatings at the Anaheim and Garden Grove bus bases, and the additional parking lot at Golden West Transportation Center.

Summary

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

Attachment

- A. Metrolink Orange County Ridership

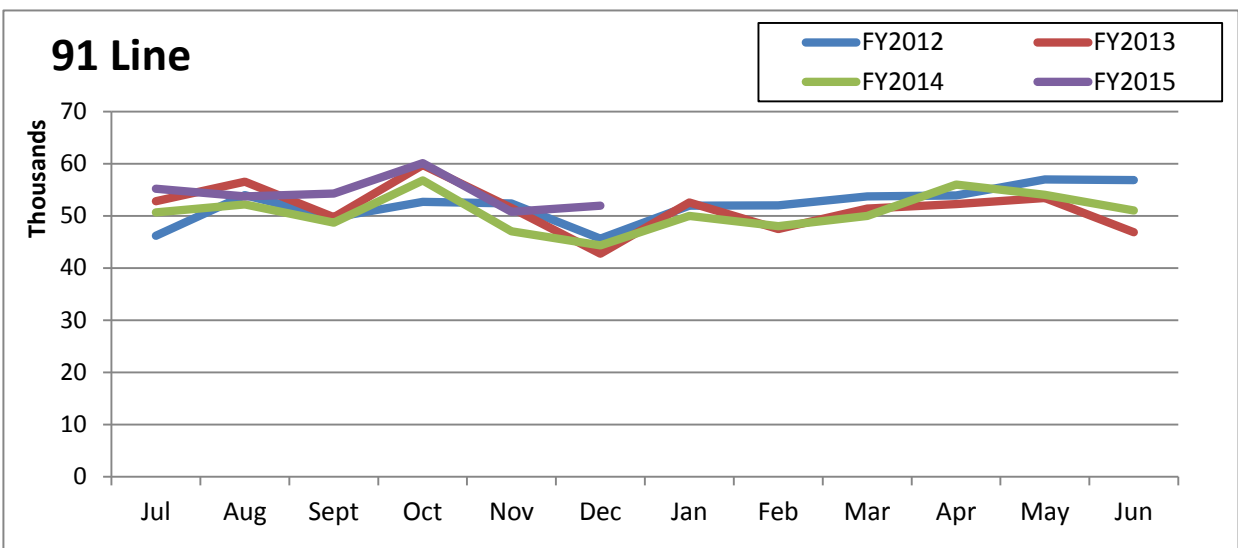
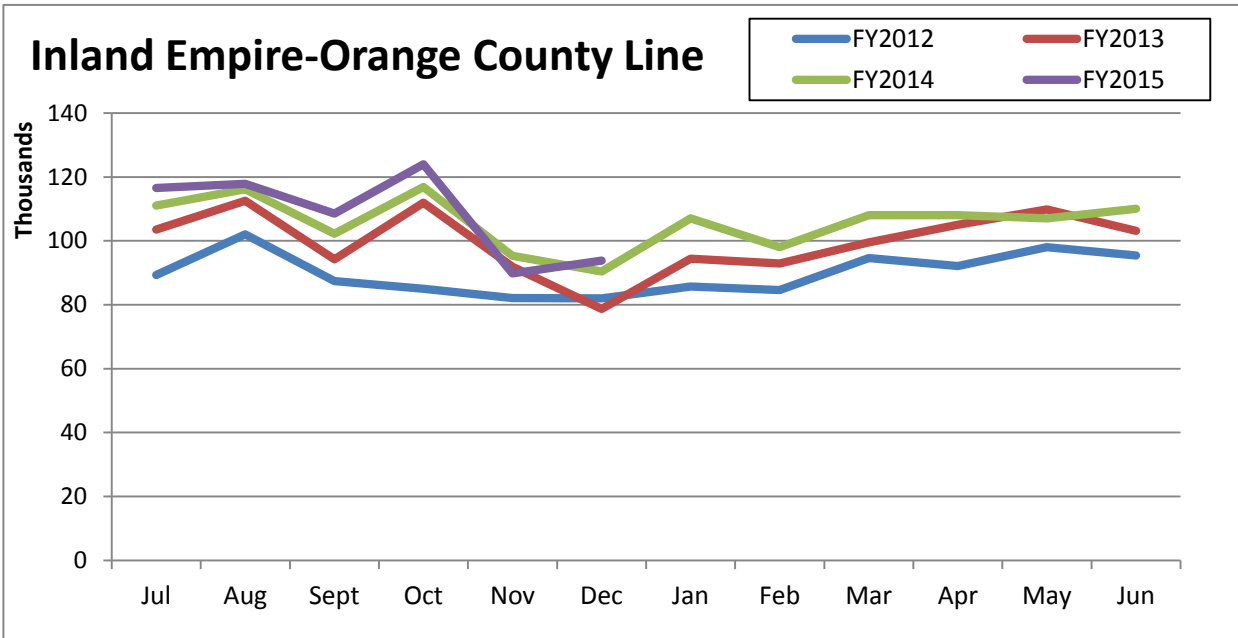
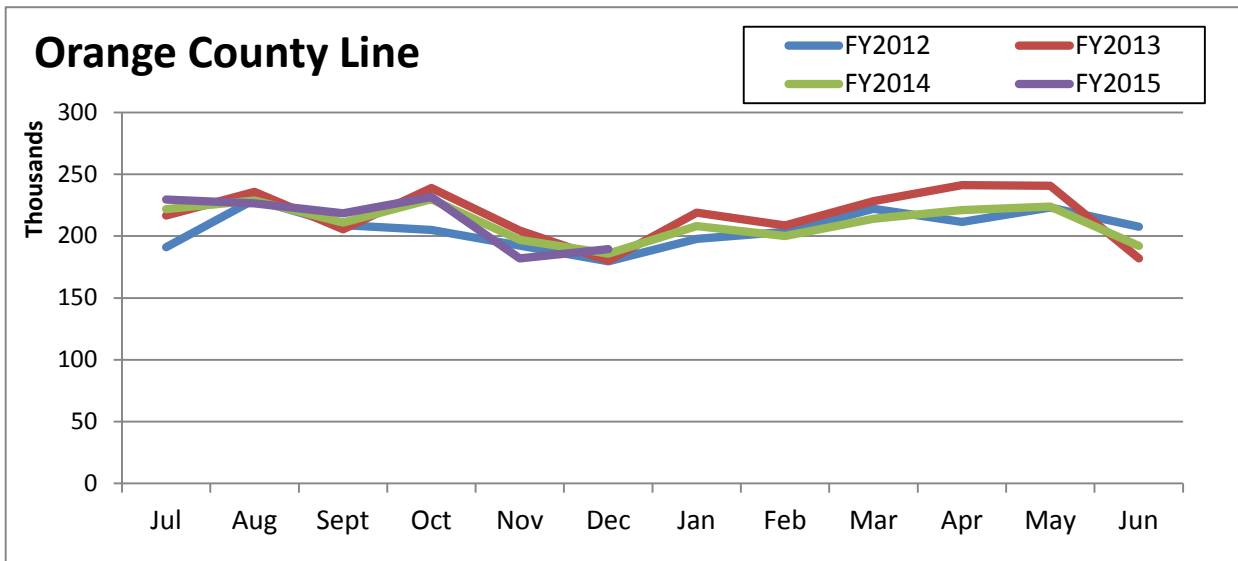
Prepared by:

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

Approved by:

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

Metrolink Orange County Ridership





April 6, 2015

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Capital Programs Division - Third Quarter Fiscal Year 2014-15
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 through March 2015.

Recommendation

Receive and file as an information item.

Background

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

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

Discussion

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

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

The CAP summarizes the very complex capital project critical path 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 ROW, all agreements executed, and contract constraints cleared.
Advertise for Construction	The date a construction contract is advertised for bids.
Award Contract	The date the construction contract is awarded.
Construction Complete	The date all construction work is completed, and the project is open to public use.

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



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

Key Findings

The following CAP milestones were achieved through the third quarter FY 2014-15.

Freeway Projects

- The begin environmental milestone for the State Route 91 (SR-91) widening between State Route 55 (SR-55) and State Route 57 (SR-57) was achieved. The contract with RBF Consulting, a Baker Company, was approved on January 19, 2015.

- The begin environmental milestone for the addition of an auxiliary lane on southbound Interstate 405 (I-405) between University Drive and State Route 133 was achieved. The contract with Advanced Civil Technologies Consulting was approved on March 25, 2015.
- The begin design milestone for the Interstate 5 (I-5) widening project between State Route 73 (SR-73) and Oso Parkway was achieved. The contract with WKE, Inc., was approved on March 2, 2015.
- The begin design milestone for the I-5/State Route 74 (Ortega Highway) interchange replacement planting was completed by the California Department of Transportation (Caltrans), and final landscape design details are being coordinated with the City of San Juan Capistrano.
- The begin design milestone for the SR-91 landscape replacement project between SR-57 and I-5 was achieved.
- The complete construction milestone for the landscape replacement project on SR-91 between SR-55 and Weir Canyon Road was achieved, and the contract is now in the plant establishment period.
- The complete construction milestone for the I-405/State Route 22 (SR-22) carpool lane connector, the eastern segment of the West County Connectors Project, was achieved on March 18, 2015.
- The complete construction milestone for the I-405/SR-22/Interstate 605 (I-605) carpool lane connector, the western segment of the West County Connectors Project, was achieved on March 23, 2015.

Rail and Station Projects

- The complete environmental milestone for the Santa Ana/Garden Grove Streetcar Project was achieved. The Federal Transit Administration issued a Finding of No Significant Impact (FONSI) for the revised environmental assessment/final environmental impact report on March 10, 2015. A Notice of Availability for the FONSI has been published.
- The begin design milestone for the San Juan Capistrano Railroad Passing Siding was achieved. The contract with HNTB Corporation was approved on March 24, 2015.

The following CAP milestones missed the planned delivery through the third quarter of FY 2014-15.

Freeway Projects

- The complete environmental milestone for the I-5 widening between SR-55 and SR-57 was not achieved. The final environmental documentation is completed and awaiting Caltrans' issuance of the FONSI. Caltrans has informed OCTA that it will not issue the FONSI because the 2008 air quality standards were vacated by the Environmental Protection Agency on December 23, 2014, which was prior to this project's air quality conformity determination. Air quality conformity determinations made after December 23, 2014, are at risk for re-study and a new determination until the new final 2008 Ozone National Ambient Air Quality Standards State Implementation Plan becomes effective 30 days after publication in the Federal Register, and the new rule is effective (anticipated in early April 2015). Once issued, Caltrans will re-assess this project's air quality conformity determination. Staff anticipates the issuance of the FONSI in April 2015.
- The begin design milestone for the I-5 widening project between Alicia Parkway and El Toro Road was missed due to a longer than anticipated procurement process. However, the design contract with TRC, Inc., is anticipated to be approved in April 2015.
- The complete design milestone for the I-405 Improvement Project was missed. Completion of design for this project equates to the release of the design-build request for proposals (RFP). Delays to the design-build cooperative agreement with Caltrans result in delays to the design-build contract procurement process.
- The complete construction milestone for the northbound SR-57 widening from Katella Avenue to Lincoln Avenue was not completed due to additional contract working days added for owner requested changes; however, the completion is anticipated in early April 2015.

Railroad Grade Separation Projects

- The complete construction milestone for the Sand Canyon Avenue railroad grade separation project was not achieved due to insufficient schedule performance by the contractor. The roadway is open to traffic, and the contractor continues working to complete the contract and punch list work

items required for construction contract acceptance by OCTA and the City of Irvine. Liquidated damages for the overrun in contract time continue to be assessed by OCTA against the construction contractor. Contract completion and acceptance of the project is currently projected to be in April 2015.

Rail and Station Projects

- The award construction contract milestone for the Fullerton Transportation Center Elevator Upgrade project has been delayed. The City of Fullerton opened construction bids on November 4, 2014. The apparent low bid exceeded the engineers' estimate (and available construction budget) of \$2,225,000 by approximately 22 percent. Construction bids have been assessed and \$500,000 supplemental funding for construction was approved by the OCTA Board of Directors on March 23, 2015. The City of Fullerton is scheduled to award the construction contract on April 7, 2015.
- The complete design, construction ready, and advertise construction milestones for the Laguna Niguel/Mission Viejo Metrolink Station access ramps were missed. Utility verification work identified a 33-inch Moulton Niguel Water District (MNWD) sewer line to be in conflict with the project scope and requires relocation. Staff is continuing to work with MNWD to facilitate the MNWD sewer line relocation. A revised schedule for completion of the design and construction has not yet been determined.

Recap of Second Quarter FY 2014-15 Performance Metrics

The FY 2014-15 performance metrics snapshot reflects 40 planned major project delivery milestones throughout the FY. The CAP and Performance Metrics (Attachment B) have been updated to reflect both milestones achieved and missed through the third quarter of FY 2014-15. Milestone schedules were met on 20 of the 30 milestones planned through the third quarter of FY 2014-15. Eight of the ten milestones that were not met through the third quarter of FY 2014-15 are planned to be achieved in the fourth quarter, and two milestones, the Orange Metrolink Station parking structure completion of environmental and the I-405 Improvement Project complete design, are delayed into FY 2014-15.

FY 2014-15 Performance Metric Look Ahead Risks and Project Concerns

Caltrans' approval of the final environmental impact statement/environmental impact report (FEIS/EIR) for the I-405 widening from SR-73 to I-605 was planned in February 2015 but has yet to be approved, and the federal record of

decision (ROD) is still expected in May 2015. Delays to the FEIS/EIR and ROD beyond May 2015, or delays to approval of the design-build cooperative agreement with Caltrans, result in delays to the construction management services consultant selection, ROW acquisition, and the design-build contract procurement process. These delays will result in the advertise construction milestone for the I-405 Improvement Project, which equates to the release of the design-build RFP being missed in the fourth quarter of the FY. Additional lower probability risks also remain, including legal challenges to the FEIS/EIR ROD.

As reported in the past fourth quarter FY 2013-14, the environmental approval of the SR-55 widening between I-405 and I-5 continues to be delayed due to Caltrans' requests for additional project studies, project scope, and modifications to the project traffic analysis model. Caltrans has directed OCTA to modify the project Traffic Volumes Report to include updated high-occupancy vehicle (HOV) demand volumes from the I-5 HOV connectors. A consultant contract scope and cost amendment for production of the updated traffic model, revised technical studies, and revisions to the environmental document and project report are being developed and will be brought back to the Board of Directors for approval in April 2015. Staff estimates the environmental clearance will be delayed up to 17 months beyond the delay incurred to date pending agreement with Caltrans on required review and approval time frames.

The CAP has been updated to include the project delivery schedule for the SR-91 Express Lane/State Route 241 direct connector project being developed in partnership with the Transportation Corridor Agencies.

Summary

Significant capital project delivery progress has been achieved and reflected in the CAP. The status of the planned FY 2014-15 performance metrics created from forecast project schedules have been compiled and will be used as a general project delivery performance indicator (Attachment B). There are 40 major project milestones planned to be accomplished in FY 2014-15. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments.

Attachments

- A. Capital Action Plan, Status Through March 2015
- B. Capital Programs Division, Fiscal Year 2014-15 Performance Metrics Status Through March 2015

Prepared by:



















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

Capital Action Plan

Status Through March 2015
















Updated: Mar 24, 2015

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)								
Freeway Projects:									
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$91.9	Jun-09	Oct-11	Jun-11	Oct-13	May-14	Sep-14	Dec-14	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$71.5	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Feb-14	Jun-14	Mar-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C	\$60.2	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Dec-13	Sep-16
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$81.4	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Dec-15
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jan-14	Oct-14	Feb-15	Jul-15	Oct-15	Jan-17
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	TBD	TBD	TBD	TBD	TBD	TBD
Project C & D	\$151.9	Oct-11	May-14	Mar-15	Dec-17	Jun-18	Aug-18	Dec-18	Aug-22
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Mar-22
Project C & D	\$196.2	Oct-11	May-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Mar-22
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	TBD	TBD	TBD	TBD	TBD	TBD
Project C	\$133.6	Oct-11	May-14	Apr-15	Feb-18	Aug-18	Oct-18	Jan-19	Aug-22
 I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Oct-16	Sep-19	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to SR-55	TBD	May-14	Apr-17	TBD	TBD	TBD	TBD	TBD	TBD
Project B	TBD	May-14	Apr-17	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD	TBD	TBD	TBD	TBD
Project A	\$42.3	Jun-11	May-15	Jul-15	Mar-17	Jul-17	Sep-17	Dec-17	Jan-20
 I-5, Continuous HOV Lane Access	TBD	Jul-11	Apr-15	Feb-12	May-16	Aug-16	Oct-16	Jan-17	Jan-18
	\$5.9	Aug-11	Oct-15	Mar-12	Nov-16	Feb-17	Apr-17	Jul-17	Jul-18
 SR-55, I-405 to I-5 (schedule on hold)	TBD	Feb-11	Nov-13	TBD	TBD	TBD	TBD	TBD	TBD
Project F	\$274.6	May-11	May-16	Oct-16	Aug-19	Feb-20	Mar-20	Jun-20	Jun-23
 SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Feb-16	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Nov-15	Nov-17	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$40.7	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Apr-15

Capital Action Plan

Status Through March 2015

Updated: Mar 24, 2015

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-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A May-09	N/A Jul-10	N/A Jan-16	N/A Mar-16	N/A May-16	N/A May-17
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard Project G	\$80.2 \$55.3	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Dec-09	Jun-10 May-10	Oct-10 Oct-10	May-14 Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road Project G	\$79.3 \$54.9	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Mar-10	Jun-10 May-10	Oct-10 Oct-10	Sep-14 May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Sep-09	N/A Oct-15	N/A Dec-15	N/A Feb-16	N/A Apr-16	N/A Apr-17
 SR-57 (NB), Lambert Road to Tonner Canyon (Draft) Project G	TBD TBD	TBD Aug-16	TBD Jul-19	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1 \$63.5	Jul-07 Jul-07	Apr-10 Jun-10	Oct-09 Mar-10	Feb-12 Apr-12	Jul-12 Aug-12	Aug-12 Oct-12	Nov-12 Jan-13	Apr-16 Apr-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape) Project H	N/A N/A	N/A N/A	N/A N/A	N/A Nov-14	N/A Nov-15	N/A Feb-16	N/A Apr-16	N/A Jun-16	N/A Jun-17
 SR-91, SR-57 to SR-55 Project I	TBD TBD	Feb-14 Jan-15	Sep-16 Sep-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$47.8	Jul-08 Jul-08	Jul-11 May-11	Jul-11 Jun-11	Mar-13 Feb-13	Jul-13 Apr-13	Aug-13 Jun-13	Oct-13 Oct-13	Jul-16 Jul-16
 SR-91, SR-55 to SR-241 Project J	\$128.4 \$80.2	Jul-07 Jul-07	Jul-09 Apr-09	Jun-09 Apr-09	Jan-11 Aug-10	Apr-11 Dec-10	Jun-11 Feb-11	Sep-11 May-11	Dec-12 Mar-13
 SR-91, SR-55 to SR-241 (Landscape) Project J	N/A N/A	N/A N/A	N/A N/A	N/A May-12	N/A Feb-13	N/A Apr-13	N/A Jul-13	N/A Oct-13	N/A Mar-15
 SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5 \$57.8	Mar-05 Mar-05	Dec-07 Dec-07	Jul-07 Jul-07	Dec-08 Dec-08	Mar-09 May-09	May-09 Jun-09	Jul-09 Aug-09	Nov-10 Jan-11
SR-241/91 Express Lanes Connector	TBD TBD	N/A Nov-13	N/A Mar-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
I-405, Continuous HOV Lane Access (project cancelled)	N/A \$0.9	Jul-11 Aug-11	Jan-14 Jan-14	Mar-12 Mar-12	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
 I-405, I-5 to SR-55 Project L	TBD TBD	Dec-14 Dec-14	Aug-17 Aug-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405 Southbound, SR-133 to University Drive Project L	TBD \$16.4	Mar-15 Mar-15	TBD Jan-17	TBD Nov-17	TBD Sep-18	TBD Dec-18	TBD Mar-19	TBD Jun-19	TBD Jun-20
 I-405, SR-55 to I-605 (Design-Build) (schedule on hold) Project K	TBD \$1,254.5	Mar-09 Mar-09	Mar-13 May-15	Mar-14 Mar-14	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD

Capital Action Plan

Status Through March 2015





Updated: Mar 24, 2015

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
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$122.5	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Mar-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
	\$169.5	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-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	Nov-16
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Apr-16	Mar-18	TBD	TBD	TBD	TBD	TBD	TBD
Grade Separation Projects:									
Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
	\$63.2	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Apr-15
Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
	\$115.7	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Feb-14	Aug-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
	\$92.8	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Feb-14	May-18
Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
	\$62.6	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
	\$63.3	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
	\$104.6	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Sep-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
	\$99.2	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	May-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
	\$96.2	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Mar-17
17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
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
	\$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	Jan-14
	\$5.4	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Mar-14
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	TBD	TBD	TBD	TBD	TBD
	\$25.3	Aug-11	Mar-14	Mar-15	Feb-16	Feb-16	Mar-16	Jul-16	Aug-18

Capital Action Plan

Status Through March 2015

Updated: Mar 24, 2015

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 Rapid Connection (schedule on hold) Project S	TBD	Jan-09	Oct-14	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Jan-09	Dec-15	TBD	TBD	TBD	TBD	TBD	TBD
 Santa Ana/Garden Grove Fixed-Guideway Project S	TBD	Aug-09	Mar-12	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Aug-09	Mar-15	Aug-15	Jun-17	Sep-17	Sep-17	Dec-17	Dec-19
 Placentia Metrolink Station and Parking Structure	TBD	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
	TBD	Jan-03	May-07	Oct-08	Feb-11	TBD	TBD	TBD	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Nov-10	Apr-13	TBD	TBD	TBD	TBD
	\$18.6	Dec-09	Oct-15	Nov-10	Jan-16	Jan-16	Jan-16	Feb-16	Apr-17
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Jan-16
	\$4.0	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	Jun-16
Laguna Niguel/Mission Viejo Station Parking Lot	\$4.3	Sep-07	Dec-07	Apr-12	Aug-12	Aug-12	Oct-12	Jan-13	Oct-13
	\$4.1	Jul-07	Dec-07	Apr-12	Aug-12	Aug-12	Nov-12	Jan-13	Oct-13
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.1	Jul-13	Jan-14	Jul-13	Aug-14	Aug-14	Sep-14	Jan-15	Feb-16
	\$3.1	Jul-13	Feb-14	Jul-13	Apr-15	Apr-15	May-15	Sep-15	Oct-16
 Anaheim Regional Transportation Intermodal Center Project R & T	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
	\$227.4	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

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)
- SR-71 - Corona Expressway (State Route 71)

Capital Programs Division Fiscal Year 2014-15 Performance Metrics Status Through March 2015

Begin Environmental

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
17th Street Railroad Grade Separation	X			✓					
SR-91, SR-57 to SR-55			X			✓			
I-405, I-5 to SR-55			X	✓					
I-405 (Southbound), SR-133 to University Drive					X	✓			
Total Forecast/Actual	1	0	2	2	1	2	0	0	4

Complete Environmental

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Santa Ana/Garden Grove Fixed-Guideway			X			✓			
Orange Metrolink Station Parking Expansion			X						
I-5, SR-55 to SR-57					X				
I-405, SR-55 to I-605 (Design-Build)							X		
Total Forecast/Actual	0	0	2	0	1	1	1	0	4

Begin Design

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Oso Parkway to Alicia Parkway	X			✓					
I-5, SR-73 to Oso Parkway			X			✓			
San Juan Capistrano Passing Siding			X			✓			
I-5, I-5/Ortega Interchange Landscape					X	✓			
I-5, Alicia Parkway to El Toro Road					X				
SR-91 (Westbound), I-5 to SR-57 Landscape					X	✓			
Santa Ana/Garden Grove Fixed-Guideway							X		
Total Forecast/Actual	1	0	2	1	3	4	1	0	7

Complete Design

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-405, SR-55 to I-605 (Design-Build)					X				
Laguna Niguel/Mission Viejo Station ADA Ramps					X				
SR-57 (Northbound), Orangethorpe to Lambert Landscape							X		
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	0	0	0	0	2	0	2	0	4

Construction Ready

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Laguna Niguel/Mission Viejo Station ADA Ramps					X				
SR-57 (Northbound), Orangethorpe to Lambert Landscape							X		
I-405, SR-55 to I-605 (Design-Build)							X		
I-405/SR-22/I-605 HOV Connector Landscape							X		
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	0	0	0	0	1	0	4	0	5

Advertise Construction

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Avenida Pico to Avenida Vista Hermosa	X	✓							
Fullerton Transportation Center Elevator Upgrades	X	✓							
Laguna Niguel/Mission Viejo Station ADA Ramps					X				
I-405, SR-55 to I-605 (Design-Build)							X		
Total Forecast/Actual	2	2	0	0	1	0	1	0	4

Capital Programs Division

Fiscal Year 2014-15 Performance Metrics Status Through March 2015

Award Contract

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Fullerton Transportation Center Elevator Upgrades	X								
I-5, Avenida Pico to Vista Hermosa			X	✓					
Laguna Niguel/Mission Viejo Station ADA Ramps							X		
Total Forecast/Actual	1	0	1	1	0	0	1	0	3

Complete Construction

Project Description	FY 15 Qtr 1		FY 15 Qtr 2		FY 15 Qtr 3		FY 15 Qtr 4		FY 15
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
SR-57 (Northbound), Orangethorpe Avenue to Yorba Linda	X			✓					
Placentia Avenue Railroad Grade Separation	X			✓					
Kraemer Boulevard Railroad Grade Separation	X			✓					
SR-91, SR-55 to SR-241 Landscape			X			✓			
Sand Canyon Avenue Railroad Grade Separation			X						
Anaheim Regional Transportation Intermodal Center			X	✓					
SR-57 (Northbound), Katella Avenue to Lincoln Avenue					X				
I-405/SR-22 HOV Connector					X	✓			
I-405/I-605 HOV Connector					X	✓			
Total Forecast/Actual	3	0	3	4	3	3	0	0	9

Totals	8	2	10	8	12	10	10	0	40
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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)
- I-605 - San Gabriel River Freeway (Interstate 605)
- I-405 - San Diego Freeway (Interstate 405)
- SR-22 - Garden Grove Freeway (State Route 22)
- SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)
- SR-133 - Laguna Freeway (State Route 133)
- ADA - Americans with Disability Act
- HOV - high-occupancy vehicle

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