



Measure M
Taxpayers Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA, Room 103
December 10, 2013
6:00 p.m.
AGENDA



- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for October 8, 2013**
- 4. Chairman's Report**
- 5. Action Items**
 - A. M1/M2 Quarterly Review & Expenditure Reports (June 13)
Andrew Oftelie, Executive Director, Finance and Administration
 - B. M1/M2 Quarterly Review & Expenditure Reports (September 13)
Andrew Oftelie, Executive Director, Finance and Administration
- 6. Presentation Items**
 - A. Project K Update
Presentation – Rose Casey, Director, Highway Programs
 - B. Regional Traffic Signal Synchronization Program Overview
Presentation – Kia Mortazavi, Executive Director, Planning
- 7. OCTA Staff Updates (5 minutes each)**
 - Metrolink – Andrew Oftelie, Executive Director of Finance & Administration
 - Annual Hearing Planning – Alice Rogan, Strategic Communications Manager
- 8. Annual Eligibility Review Subcommittee Report**
- 9. Audit Subcommittee Report**
- 10. Committee Member Reports**
- 11. Public Comments***
- 12. 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 five (5) minutes per person and 20 minutes for all comments, unless different time limits are set by the Chairman, subject to the approval of the TOC.

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



Measure M Taxpayers Oversight Committee



INFORMATION ITEMS

- 1. Measure M2 Sales Tax Forecast** **Oct. 28, 2013**
- 2. Capital Programs Division – First Quarter Fiscal Year 2013-14 Capital Action Plan Performance Metrics** **Nov. 8, 2013**
- 3. Public Hearing on Proposal to Amend Orange County Local Transportation Authority Ordinance No. 3 to Modify Taxpayer Oversight Committee Membership Eligibility** **Nov. 25, 2013**
- 4. Measure M1 Progress Report for the Period of July 2013 Through September 2013 and Closeout Overview**
- 5. Measure M2 Progress Report for July 2013 Through September 2013**

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

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

**Measure M2
Taxpayers Oversight Committee**

**October 8, 2013
Meeting Minutes**

Committee Members Present:

Jan Grimes, Orange County Acting Deputy Auditor-Controller, Co-Chairman
Anh-Tuan Le, First District Representative
Narinder “Nindy” Mahal, First District Representative
Howard Mirowitz, Second District Representative, Co-Chairman
Jack Wu, Second District Representative
Terre Duensing, Third District Representative
Randy Holbrook, Third District Representative
Philip C. La Puma, PE, Fourth District Representative
Cynthia Hall, Fourth District Representative
Terry Fleskes, Fifth District Representative
Nilima Gupta, Fifth District Representative

Committee Member(s) Absent:

None

Orange County Transportation Authority Staff Present:

Jim Beil, Executive Director, Capital Programs
Marissa Espino, Strategic Communications Officer
Janice Kadlec, Public Reporter Specialist
Kia Mortazavi, Executive Director, Planning
Andy Oftelie, Executive Director, Finance and Administration
Dan Phu, Project Manager, Planning
Alice Rogan, Strategic Communications Manager, External Affairs
Tamara Warren, Program Manager, M Program Management Office

Guests:

James Pinheiro, Caltrans
Paul Rodriguez, Urban Crossroads

1. Welcome

Chair Jan Grimes welcomed everyone to the Taxpayers Oversight Committee (TOC) meeting and began the meeting 6:00 p.m.

2. Pledge of Allegiance

Chair Jan Grimes asked everyone to stand and led the Pledge of Allegiance.

3. Approval of Minutes/Attendance Report for August 13, 2013

A motion was made by Howard Mirowitz, seconded by Nilima Gupta, and carried unanimously to approve the August 13, 2013 TOC minutes and attendance report as presented. Terry Fleskes and Anh-Tuan Le abstained from voting as they were not at the August 13, TOC meeting.

4. Chairman's Report

There was no Chairman's Report.

5. Action Item(s)

- A. Terre Duensing, Annual Eligibility Review (AER) Subcommittee member, reported the AER Subcommittee met on September 12, with OCTA Staff and Consultants to review eligibility requirements submitted by local jurisdictions to ensure compliance with Measure M Ordinance 3. As part of the Measure M2 eligibility review for fiscal year 2013/14, the AER Subcommittee reviewed Pavement Management Certifications for odd numbered year's agencies, Mitigation Plan Programs, and Congestion Management Programs. The AER Subcommittee recommended the following:

All jurisdictions in Orange County are conditionally eligible for FY 2013/14 Measure M funds pending the review of their expenditure reports in December 2013 with the exception of the City of Huntington Beach which will be reviewed in 2014.

Upon TOC approval, the recommendation from the TOC and OCTA Staff will be presented to the OCTA Highways Committee and the Board of Directors for approval in December 2013.

Anh-Tuan Le said in the past, one of the factors for eligibility approval was conformation with the Growth Management Program. Is this still a requirement? Paul Rodriguez said the original Measure M included a growth management component which had several elements. The local jurisdictions were required to include each of these elements within their General Plan and the plans were required to be reviewed every five years for compliance. In M2, the growth management component was removed. Several of the elements are still in the program and are evaluated individually.

A motion was made by Nilima Gupta, seconded by Terry Fleskes, and carried unanimously to: Approve the Pavement Management Plans for odd numbered year agencies, Mitigation Programs, and Congestion Management Programs for all local jurisdictions in Orange County and find all local jurisdictions eligible to receive 'fair share' competitive grant net revenues for fiscal year 2013/14.

6. Presentation Items

A Caltrans HOV Lane Degradation Study

James Pinheiro, Deputy District Director of Operations and Maintenance for Orange County Caltrans District 12, gave a report on the High Occupancy Vehicle (HOV) Lane Degradation Study. The purpose of the presentation was to summarize the HOV Lane degradation determination and the action plan Caltrans is making to remedy HOV Lane/Carpool lane degradation. The findings talked about were based on data collected in 2011.

Terry Fleskes asked if there was any indication of a consistent solution to HOV lane degradation throughout Orange County or will it be a series of unique solutions. James Pinheiro said it will be unique solutions. OCTA and Caltrans need to work together to have as much as a system approach as possible. Because of limited right-of-way and the unique characteristics of each of the corridors, they will need to look at different solutions for each corridor.

Terry Fleskes asked what the 180 day deadline for the Department of Transportation (DOT) meant. Are the lanes supposed to be fixed by then? James Pinheiro said no, by January 31, 2014 the DOT wants us to tell them what we are going to do and when it is going to happen. The key is they want firm commitments on how this will be solved.

Philip C. La Puma asked what commitments can be made. James Pinheiro said they can borrow money to implement the Managed Lanes and High Occupancy Toll Lanes. Caltrans is hoping to work with OCTA to develop a plan to not only deliver M2, but also to address degradation and do this in conjunction with future borrowing and future operational improvements.

James Pinheiro said the challenge is even if the degradation requirement is put aside, the HOV system is still breaking down. The HOV system continues to slow down more every year. If the system breaks down and people cannot carpool, one car will turn in to two cars. Even without the degradation requirements, it is very important the HOV system keeps flowing.

Howard Mirowitz said in one of the other information items he read, the tolls on the I-405 could possibly be \$15 to \$16 by the year 2035. Has there been any thought that tolls like these would push people back into the mixed use lanes? James Pinheiro said there is a concern about this and Caltrans is working with OCTA to find a solution which would move as many people through the lanes as possible, but also keep the toll as low as possible while pricing it to keep the lane moving. We have to make sure they work with the lenders and let them know they are going to get the revenue as promised.

Jim Beil said the toll rates projected in the Traffic and Revenue Study for the I-405 were for a single carpool lane the rate in 2020 would be \$11.58 and in 2035 it would be \$15.00.

Philip C. La Puma asked if the 45 miles per hour was an arbitrary figure or is it a capacity issue. Jim Beil said it is a variable figure, but mostly seems to be 45 miles per hour.

Cynthia Hall asked how easy was it to change a HOV Lane into a HOT Lane with three or more. James Pinheiro said they currently have the authority to change the occupancy from two plus to three plus. They also have the authority to convert a HOV Lane to a HOT Lane, but would have to borrow money to do so.

Anh-Tuan Le asked where in the process of considering different strategy' adoptions and the impacts of degradation do the cities and stakeholders come in. James Beil said for OCTA it comes in as project outreach. Currently OCTA is updating the OCTA Long Range Financial Plan (LRTP) which will help the public understand OCTA's long-term plans. New funding programs and projects at OCTA always have a public outreach process attached to them.

Nilima Gupta said there were rumors of the cities bringing a potential lawsuit. How would this impact the project planning? James Pinheiro said they would work with the cities to avoid any lawsuits. OCTA and Caltrans feel the alternatives are the best alternatives for everyone involved. They have to figure out how to move almost 400,000 vehicle trips a day up and down the corridor. They looked at all user groups and tried to convey to the cities – *We understand your needs. We are trying to address your individual concerns. We know you do not like tolling. But we think this is the best way to make sure the future users have Mobility.*

Nilima Gupta said if this happens and a lawsuit goes forward, what happens to the January 31, 2013 deadline. James Pinheiro said they still have to meet the deadline.

Howard Mirowitz said the problems with the I-405 project may be causing scheduling slips to Project K. Given the tightness of the financial cushion in some of the projects and the cost of the delay does this make Project K not doable? Jim Beil said the risk is there. The delay of a project like Project K is approximately \$35 - \$40 million a year. The OCTA Board will be deciding in November as to whether or not they are willing to deal with degradation or not on the I-405 Project. If OCTA builds Project K (one single general purpose lane), Caltrans can come in and can convert the HOV lane to three plus. This will have a tremendous impact on the general purpose lanes.

Cynthia Hall asked who would set the pricing for the Toll Lanes. Jim Beil said the OCTA Board needs to decide if they want to deal with the degradation as part of the project. If they decide it should be a HOT Lane, then there are negotiation terms with the State and Caltrans and also a Tolling Policy to follow.

B. Water Quality 2013 Tier 1 Grant Funding Allocations

Dan Phu gave a status update report on M2 Project X and the Water Quality 2013 Tier 1 Grant Funding Allocations. There have been three rounds of Tier 1 funding. The latest round of funding was approved by the OCTA Board on September 23 for nineteen projects totaling \$2.83 million.

Nindy Mahal commented he was surprised OCTA is getting into the water quality business when there are so many Water Quality Districts around who are much better qualified to handle this type of project. Dan Phu clarified that the Environmental Clean-up Allocation Committee (ECAC) which oversees this project has several experts on the Committee to help determine grant funding. Mary Anne Skorpanich heads the Orange County Watersheds and Chair's the ECAC and an Orange County Water District staff member is part of the allocation committee. The ECAC is made up of Orange County City members, a member from UCI, Environmentalists, and Water District members. The ECAC was formed to make sure there was a good mix of members with good technical background because they would be the ones recommending funding allocations to the OCTA Board.

C. M2020 Review

Tamara Warren gave a review of the M2020 Program approved by the OCTA Board in September of 2012.

Philip C. La Puma asked if the HOV Lane Degradation Study had any effect on the M2020 Plan. Tamara Warren said for the Measure M Program, if Project K Alternative 1 is delivered as planned, everything is fine. The OCTA Board and CEO have made it clear OCTA's commitment is to deliver Measure M as promised. The degradation issue does put a little wrench in the works in terms of how it is done, but OCTA will be working very closely with Caltrans to determine how to do this.

Philip C. La Puma said he can see a possible significant risk to the M2 plan because of the degradation issue and he would like to know what it is. Tamara Warren said they will be working with Caltrans over the next several months to find out what the next steps are and how to move forward. There is a clear understanding Measure M is the priority and things cannot be done other than what was promised to the voters.

Kia Mortazavi said one of things promised by the State is to bring the Managed Lanes concept to the table and this has potential revenue generation associated

with it. OCTA has a commitment from Caltrans that they will respect the baseline Measure M Program and will not interfere with it.

Jim Beil said the M2020 Plan is a financial plan that basically speaks for the use of Measure M2 dollars and State and Federal dollars that come to OCTA and Orange County for delivery of the M2 Program. There are ways to address degradation which do not have a financial impact. Depending on which options are chosen, some are self-funding such as an express lane and some might be low cost – degradation is not a financial risk to M2 but it could be a performance risk.

Philip C. La Puma said he sees possible risk in commitment, a financial risk, a risk in delays, and a risk in withholding of federal funds. He sees significant risk factors which have not been demonstrated. Kia Mortazavi said OCTA is monitoring it and will go to the OCTA Board with updates.

Randy Holbrook said the original plan for M2 was for \$24.3 billion which will obviously go below this because of the recession, but there was also the benefit of getting some of this done for less money than was predicted. Has anyone calculated how much of the approximate \$8 billion will be covered by saved dollars? Tamara Warren said cost savings have been realized and between costs and external funding, the plan can be delivered.

Kia Mortazavi said it is expected more than \$700 million from outside sources will be added to the freeway program during the remaining life of M2. He said the Freeway program had a specific scope attached to it, but the rest of the program is based on a percentage basis. For example 18 percent of the money would go toward Streets and Roads unfortunately they will receive 18 percent of lower sales tax money.

Randy Holbrook said he understood traffic circles are easier and cheaper to install. Has it ever been discussed to use them in some of the projects in Orange County? Jim Beil said Caltrans supports the use of roundabouts. Unfortunately they tend to breakdown quicker in urban areas.

Anh-Tuan Le said there are locations where the roundabout would work and he thought OCTA should take a leadership position and investigate because a lot of the cities do not have the money to do it.

7. OCTA Staff Updates

Sales Tax Revenue: Andy Oftelie gave an update on the Sales Tax collection. This report was given earlier to the TOC Audit Subcommittee.

Metrolink: Andy Oftelie gave an update on Metrolink. Metrolink continues to struggle with financial management. On the recommendation of the member agencies, an

outside financial management firm was hired. Currently KPMG is handling financial management at Metrolink. KPMG was also selected to do a forensic audit of Metrolink.

Howard Mirowitz asked at what point will the OCTA Board decide to not put any more money into Metrolink. Andy Oftelie said the Joint Powers Agreement (JPA) that created Metrolink would restrict OCTA from providing rail service outside Orange County and pulling out of the JPA would take a one year notice. He did not think it is feasible to do this.

Jack Wu asked why KPMG doesn't recommend putting in a different financial system. Andy Oftelie said KPMG is assessing this now.

Howard Mirowitz said given what has happened in the last month or two, are there other counties belonging to Metrolink beginning to share OCTA's concerns. Andy Oftelie said Orange County Board Members have been more aggressive on this issue, but the other agencies are coming along because they have lost money now.

I-405/Project K: Jim Beil gave a brief update of the I-405/Project K. This item will go to the OCTA Board of Directors again in November with the results of the discussions with Caltrans and the Transportation Corridor Agencies (TCA) regarding Managed Lanes.

Proposed Ordinance Amendment: Alice Rogan gave an update to the TOC on the proposed amendment to the Measure M2 Ordinance. The OCTA Board of Directors wanted added language in the Ordinance to strengthen the eligibility criteria for the TOC members. The amendment went to the Executive Committee last Monday and will go to the OCTA Board this Friday and if approved there will be a public hearing on November 25. The proposed added language would be:

"...in addition, a person who has a financial conflict of interest with regard to the allocation of revenues will be deemed ineligible for consideration to serve as a member..."

Philip C. La Puma asked who decides if there is a conflict of interest. Alice Rogan said initially it will be the Grand Juror's panel. Ultimately the OCTA Legal Counsel will look at them.

Anh-Tuan Le asked if all OCTA activities would be subject to conflict of interest based on a Code of Conduct or is this separate. Alice Rogan said it is separate and only for the applicants to the TOC, while the code of conduct is for OCTA employees.

8. Annual Eligibility Review AER Subcommittee Report

This report was given earlier.

9. Audit Subcommittee Report

The Audit Subcommittee met earlier in the day. They adopted the TOC Subcommittee Audit Charter, received a Sales Tax Update, and a report on the OCTA Investment Portfolio.

10. Environmental Oversight Committee (EOC) Report

Philip C. La Puma said EOC met on September 4, 2013 and received a report on property management of acquired OCTA property involving signage, gates, and fencing. There were still issues with the Ferber Ranch property. Although, in the public comment part of the meeting it seemed like a definite change in the comments; they seemed more positive. Several environmental groups spoke and supported OCTA efforts.

11. Committee Member Reports

None

12. Public Comments

There were no Public Comments

14. Adjournment

The Measure M Taxpayers Oversight Committee meeting adjourned at 8:20 p.m. The next meeting will be December 10, 2013.

Taxpayers Oversight Committee
Fiscal Year 2013-2014
Attendance Record



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

Meeting Date	9-Jul	13-Aug	10-Sep	8-Oct	12-Nov	10-Dec	14-Jan	11-Feb	11-Mar	8-Apr	13-May	10-Jun
Terre Duensing		X		X								
Terry Fleskes		E		X								
Jan Grimes		X		X								
Nilima Gupta		X		X								
Cynthia Hall		X		X								
Randy Holbrook		X		X								
Phil La Puma		X		X								
Anh-Tuan Le		E		X								
Nindy Mahal		X		X								
Howard Mirowitz		X		X								
Jack Wu		X		X								

Absences Pending Approval

Meeting Date

Name

Reason

Action Items

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of June 30, 2013

(\$ in thousands)	Quarter Ended June 30, 2013	Year to Date June 30, 2013 (A)	Period from Inception through June 30, 2013 (B)
Revenues:			
Sales taxes	\$ -	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:			
Project related	4,958	24,805	577,905
Non-project related	-	-	620
Interest:			
Operating:			
Project related	-	693	1,745
Non-project related	(1,775)	1,004	268,080
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	18	258	6,267
Proceeds on sale of assets held for resale	-	-	24,575
Miscellaneous:			
Project related	-	-	26
Non-project related	-	-	776
Total revenues	<u>3,201</u>	<u>26,760</u>	<u>5,306,861</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	-	-	56,883
Professional services:			
Project related	1,341	3,097	206,859
Non-project related	218	541	35,644
Administration costs:			
Project related	239	1,015	23,340
Non-project related	(545)	1,250	95,388
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	58	109	2,069
Non-project related	(9)	6	15,960
Payments to local agencies:			
Turnback	-	-	594,009
Other	862	27,971	937,684
Capital outlay	7,960	23,911	2,092,026
Debt service:			
Principal payments on long-term debt	-	-	1,003,955
Interest on long-term debt and commercial paper	-	-	561,842
Total expenditures	<u>10,124</u>	<u>57,900</u>	<u>5,704,277</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(6,923)</u>	<u>(31,140)</u>	<u>(397,416)</u>
Other financing sources (uses):			
Transfers out:			
Project related	(5,419)	(5,419)	(388,683)
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>(5,419)</u>	<u>(5,419)</u>	<u>624,168</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (12,342)</u>	<u>\$ (36,559)</u>	<u>\$ 226,752</u>

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of June 30, 2013

<i>(\$ in thousands)</i>	Quarter Ended June 30, 2013 (actual)	Year Ended June 30, 2013 (actual) (C.1)	Period from Inception through June 30, 2013 (actual) (D.1)	Period from July 1, 2013 forward (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ -	\$ -	\$ 4,003,972	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	-	620	-	620
Operating interest	(1,775)	1,004	268,080	2,670	270,750
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	776	-	776
Total tax revenues	<u>(1,775)</u>	<u>1,004</u>	<u>4,294,131</u>	<u>2,670</u>	<u>4,296,801</u>
Administrative expenditures:					
SBOE fees	-	-	56,883	-	56,883
Professional services, non-project related	218	541	26,783	-	26,783
Administration costs, non-project related	(545)	1,250	95,388	2,232	97,620
Transfers out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	(9)	6	6,860	-	6,860
Total administrative expenditures	<u>(336)</u>	<u>1,797</u>	<u>220,822</u>	<u>2,232</u>	<u>223,054</u>
Net tax revenues	<u><u>\$ (1,439)</u></u>	<u><u>\$ (793)</u></u>	<u><u>\$ 4,073,309</u></u>	<u><u>\$ 438</u></u>	<u><u>\$ 4,073,747</u></u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	-	-	82,054	-	82,054
Interest revenue from commercial paper	-	-	6,072	-	6,072
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	<u>-</u>	<u>-</u>	<u>1,415,777</u>	<u>-</u>	<u>1,415,777</u>
Financing expenditures and uses:					
Professional services, non-project related	-	-	8,861	-	8,861
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	-	1,003,955	-	1,003,955
Bond debt interest expense	-	-	561,842	-	561,842
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,100	-	9,100
Total financing expenditures and uses	<u>-</u>	<u>-</u>	<u>1,786,445</u>	<u>-</u>	<u>1,786,445</u>
Net bond revenues (debt service)	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ (370,668)</u></u>	<u><u>\$ -</u></u>	<u><u>\$ (370,668)</u></u>

**Measure M1
Schedule of Revenues and Expenditures Summary
as of June 30, 2013**

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended June 30, 2013 (N)	Reimbursements Quarter Ended June 30, 2013 (O)	Expenditures through June 30, 2013 (N)	Reimbursements through June 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)												
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,175	\$ 982,280	\$ 810,010	\$ 789,022	\$ 193,258	\$ 20,988	\$ 96	\$ 10	\$ 879,893	\$ 85,705	\$ 794,188	98.0%
I-5 between I-5/I-405 Interchange and San Clemente	68,739	68,746	72,862	74,962	(6,216)	(2,100)	-	-	70,294	10,358	59,936	82.3%
I-5/I-405 Interchange	87,246	87,255	72,802	73,075	14,180	(273)	-	-	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,164	58,170	44,511	49,349	8,821	(4,838)	-	-	55,514	6,172	49,342	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,082	29,085	24,128	22,758	6,327	1,370	-	-	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,581	125,595	116,136	105,389	20,206	10,747	-	-	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,537	400,580	313,297	310,943	89,637	2,354	7,997	4,150	658,268	345,402	312,866	99.9%
Subtotal Projects	1,751,524	1,751,711	1,453,746	1,425,498	326,213	28,248	8,093	4,160	1,911,738	494,184	1,417,554	
Net (Bond Revenue)/Debt Service	-	-	311,917	311,917	(311,917)	-	-	-	311,917	-	311,917	
Total Freeways	\$ 1,751,524	\$ 1,751,711	\$ 1,765,663	\$ 1,737,415	\$ 14,296	\$ 28,248	\$ 8,093	\$ 4,160	\$ 2,223,655	\$ 494,184	\$ 1,729,471	45.0%
%				43.0%							45.0%	
Regional Street and Road Projects (11%)												
Smart Streets	\$ 153,622	\$ 153,638	\$ 151,229	\$ 151,229	\$ 2,409	\$ -	\$ 937	\$ -	\$ 157,492	\$ 11,939	\$ 145,553	96.2%
Regionally Significant Interchanges	89,613	89,622	89,622	89,622	-	-	400	-	79,315	146	79,169	88.3%
Intersection Improvement Program	128,018	128,033	128,033	128,033	-	-	661	-	110,196	3,720	106,476	83.2%
Traffic Signal Coordination	64,009	64,016	64,016	64,016	-	-	46	85	67,134	3,747	63,387	99.0%
Transportation Systems Management and Transportation Demand Management	12,802	12,803	12,803	12,803	-	-	-	-	9,674	149	9,525	74.4%
Subtotal Projects	448,064	448,112	445,703	445,703	2,409	-	2,044	85	423,811	19,701	404,110	
Net (Bond Revenue)/Debt Service	-	-	2,409	2,409	(2,409)	-	-	-	2,409	-	2,409	
Total Regional Street and Road Projects	\$ 448,064	\$ 448,112	\$ 448,112	\$ 448,112	\$ -	\$ -	\$ 2,044	\$ 85	\$ 426,220	\$ 19,701	\$ 406,519	10.6%
%				11.1%							10.6%	

**Measure M1
Schedule of Revenues and Expenditures Summary
as of June 30, 2013**

Project Description (G) (\$ in thousands)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended June 30, 2013 (N)	Reimbursements Quarter Ended June 30, 2013 (O)	Expenditures through June 30, 2013 (N)	Reimbursements through June 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)												
Master Plan of Arterial Highway Improvements	\$ 160,692	\$ 160,720	\$ 160,720	\$ 160,720	\$ -	\$ -	\$ 3,810	\$ -	\$ 140,171	\$ 99	\$ 140,072	87.2%
Streets and Roads Maintenance and Road Improvements	594,703	594,767	594,767	594,767	-	-	-	-	594,025	-	594,025	99.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	258	-	94,932	431	94,501	94.5%
Subtotal Projects	855,395	855,487	855,487	855,487	-	-	4,068	-	829,128	530	828,598	
Net (Bond Revenue)/Debt Service	-	-	-	-	-	-	-	-	-	-	-	
Total Local Street and Road Projects	\$ 855,395	\$ 855,487	\$ 855,487	\$ 855,487	\$ -	\$ -	\$ 4,068	\$ -	\$ 829,128	\$ 530	\$ 828,598	21.5%
%												
Transit Projects (25%)												
Pacific Electric Right-of-Way	\$ 19,710	\$ 19,712	\$ 15,000	\$ 14,000	\$ 5,712	\$ 1,000	\$ 75	\$ 8	\$ 17,478	\$ 3,258	\$ 14,220	94.8%
Commuter Rail	367,620	367,663	367,663	337,663	30,000	30,000	-	-	411,438	60,805	350,633	95.4%
High-Technology Advanced Rail Transit	446,750	446,798	446,798	440,688	6,110	6,110	1,076	723	467,801	153,538	314,263	70.3%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	-	-	20,000	-	20,000	100.0%
Transitways	164,246	164,264	146,381	126,625	37,639	19,756	523	-	163,276	36,765	126,511	86.4%
Subtotal Projects	1,018,326	1,018,437	995,842	938,976	79,461	56,866	1,674	731	1,079,993	254,366	825,627	
Net (Bond Revenue)/Debt Service	-	-	56,342	56,342	(56,342)	-	-	-	56,342	-	56,342	
Total Transit Projects	\$ 1,018,326	\$ 1,018,437	\$ 1,052,184	\$ 995,318	\$ 23,119	\$ 56,866	\$ 1,674	\$ 731	\$ 1,136,335	\$ 254,366	\$ 881,969	22.9%
%												
Total Measure M1 Program	\$ 4,073,309	\$ 4,073,747	\$ 4,121,446	\$ 4,036,332	\$ 37,415	\$ 85,114	\$ 15,879	\$ 4,976	\$ 4,615,338	\$ 768,781	\$ 3,846,557	

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of June 30, 2013
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended June 30, 2013	Year to Date June 30, 2013 (A)	Period from Inception to June 30, 2013 (B)
Revenues:			
Sales taxes	\$ 68,615	\$ 264,974	\$ 578,228
Other agencies' share of Measure M2 costs:			
Project related	34,563	97,064	156,028
Interest:			
Operating:			
Non-project related	(856)	1,042	1,527
Bond proceeds	814	6,863	16,208
Debt service	3	15	33
Commercial paper	-	-	393
Right-of-way leases	43	114	352
Miscellaneous			
Project related	13	13	13
Non-project related	7	7	7
Total revenues	<u>103,202</u>	<u>370,092</u>	<u>752,789</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	806	2,661	5,773
Professional services:			
Project related	12,067	32,335	161,238
Non-project related	998	2,531	8,270
Administration costs:			
Project related	1,753	7,012	19,734
Non-project related	1,644	5,499	23,948
Other:			
Project related	100	253	721
Non-project related	52	89	3,499
Payments to local agencies:			
Project related	40,386	89,167	226,278
Capital outlay:			
Project related	53,115	110,138	230,698
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	6,410	6,410
Interest on long-term debt and commercial paper	36	22,509	49,707
Total expenditures	<u>110,957</u>	<u>278,604</u>	<u>736,307</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(7,755)</u>	<u>91,488</u>	<u>16,482</u>
Other financing sources (uses):			
Transfers out:			
Project related	(922)	(2,821)	(5,882)
Transfers in:			
Project related	5,419	5,421	31,923
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>4,497</u>	<u>2,600</u>	<u>384,634</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (3,258)</u>	<u>\$ 94,088</u>	<u>\$ 401,116</u>

Measure M2
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of June 30, 2013
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended June 30, 2013 (actual)	Year Ended June 30, 2013 (actual) (C.1)	Period from Inception through June 30, 2013 (actual) (D.1)	Period from July 1, 2013 through March 31, 2014 (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ 68,615	\$ 264,974	\$ 578,228	\$ 14,948,573	\$ 15,526,801
Operating interest	(856)	1,042	1,527	700,722	702,249
Total tax revenues	<u>67,759</u>	<u>266,016</u>	<u>579,755</u>	<u>15,649,295</u>	<u>16,229,050</u>
Administrative expenditures:					
SBOE fees	806	2,661	5,773	224,319	230,092
Professional services, non-project related	800	2,126	5,021	101,634	106,655
Administration costs, non-project related	1,644	5,499	23,948	142,759	166,707
Transfers out, non-project related	-	-	-	20,925	20,925
Other, non-project related	52	89	3,499	26,903	30,402
Capital outlay, non-project related	-	-	31	-	31
Environmental cleanup	1,375	1,960	3,943	312,986	316,929
Total expenditures	<u>4,677</u>	<u>12,335</u>	<u>42,215</u>	<u>829,526</u>	<u>871,741</u>
Net tax revenues	<u>\$ 63,082</u>	<u>\$ 253,681</u>	<u>\$ 537,540</u>	<u>\$ 14,819,769</u>	<u>\$ 15,357,309</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	814	6,863	16,208	26	16,234
Interest revenue from debt service funds	3	15	33	55	88
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>817</u>	<u>6,878</u>	<u>375,227</u>	<u>1,450,081</u>	<u>1,825,308</u>
Financing expenditures and uses:					
Professional services, non-project related	198	405	3,249	-	3,249
Bond debt principal	-	6,410	6,410	1,450,058	1,456,468
Bond debt and other interest expense	36	22,509	49,707	1,077,174	1,126,881
Total financing expenditures and uses	<u>234</u>	<u>29,324</u>	<u>59,366</u>	<u>2,527,232</u>	<u>2,586,598</u>
Net bond revenues (debt service)	<u>\$ 583</u>	<u>\$ (22,446)</u>	<u>\$ 315,861</u>	<u>\$ (1,077,151)</u>	<u>\$ (761,290)</u>

Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2013
(Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended June 30, 2013	Reimbursements Quarter Ended June 30, 2013	Expenditures through June 30, 2013	Reimbursements through June 30, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)	
<i>(\$ in thousands)</i>													
Freeways (43% of Net Tax Revenues)													
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 21,187	\$ 605,310	\$ 604,916	\$ 604,916	\$ 394	\$ -	\$ 158	\$ -	\$ 1,457	\$ -	\$ 1,457	0.2%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	53,428	1,526,412	1,435,842	1,435,842	90,570	-	2,401	1,593	35,587	7,864	27,723	1.9%
E	SR-22 Garden Grove Freeway Access Improvements	5,409	154,547	154,547	154,547	-	-	-	-	4	-	4	0.0%
F	SR-55 Costa Mesa Freeway Improvements	16,499	471,369	470,158	470,158	1,211	-	1,030	-	5,276	13	5,263	1.1%
G	SR-57 Orange Freeway Improvements	11,662	333,178	322,928	322,928	10,250	-	1,686	1,363	34,699	7,574	27,125	8.4%
H,I,J	SR-91 Riverside Freeway Improvements	40,964	1,170,309	1,165,504	1,165,504	4,805	-	3,606	663	21,990	5,993	15,997	1.4%
K,L	I-405 San Diego Freeway Improvements	62,773	1,793,392	1,298,568	1,298,568	494,824	-	1,150	20	18,168	636	17,532	1.4%
M	I-605 Freeway Access Improvements	902	25,758	25,758	25,758	-	-	5	-	21	-	21	0.1%
N	All Freeway Service Patrol	6,762	193,185	193,185	193,185	-	-	4	-	30	-	30	0.0%
	Freeway Mitigation	11,557	330,182	318,944	318,944	11,238	-	3,127	-	33,366	1,204	32,162	10.1%
	Subtotal Projects	231,143	6,603,642	5,990,350	5,990,350	613,292	-	13,167	3,639	150,598	23,284	127,314	
	Net (Bond Revenue)/Debt Service	-	-	613,292	613,292	(613,292)	-	(230)	-	14,331	-	14,331	
	Total Freeways	\$ 231,143	\$ 6,603,642	\$ 6,603,642	\$ 6,603,642	\$ -	\$ -	\$ 12,937	\$ 3,639	\$ 164,929	\$ 23,284	\$ 141,645	29.0%
	%				43.0%								
Street and Roads Projects (32% of Net Tax Revenues)													
O	Regional Capacity Program	\$ 53,755	\$ 1,535,750	\$ 1,490,313	\$ 1,490,313	\$ 45,437	\$ -	\$ 51,152	\$ 30,845	\$ 237,497	\$ 96,706	\$ 140,791	9.4%
P	Regional Traffic Signal Synchronization Program	21,501	614,274	614,155	614,155	119	-	1,303	-	3,199	272	2,927	0.5%
Q	Local Fair Share Program	96,757	2,764,316	2,764,316	2,764,316	-	-	14,858	-	89,028	-	89,028	3.2%
	Subtotal Projects	172,013	4,914,340	4,868,784	4,868,784	45,556	-	67,313	30,845	329,724	96,978	232,746	
	Net (Bond Revenue)/Debt Service	-	-	45,556	45,556	(45,556)	-	(248)	-	15,425	-	15,425	
	Total Street and Roads Projects	\$ 172,013	\$ 4,914,340	\$ 4,914,340	\$ 4,914,340	\$ -	\$ -	\$ 67,065	\$ 30,845	\$ 345,149	\$ 96,978	\$ 248,171	50.8%
	%				32.0%								

Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2013
(Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended June 30, 2013	Reimbursements Quarter Ended June 30, 2013	Expenditures through June 30, 2013	Reimbursements through June 30, 2013	Net Project Cost	Percent of Budget Expended
(G)		(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)
<i>(\$ in thousands)</i>													
Transit Projects (25% of Net Tax Revenues)													
R	High Frequency Metrolink Service	\$ 48,121	\$ 1,374,810	\$ 1,346,658	\$ 1,346,658	\$ 28,152	\$ -	\$ 13,075	\$ 5,210	\$ 133,380	\$ 67,393	\$ 65,987	4.9%
S	Transit Extensions to Metrolink	47,452	1,355,695	1,314,008	1,314,008	41,687	-	241	172	724	311	413	0.0%
T	Metrolink Gateways	10,753	307,200	274,597	274,597	32,603	-	11,361	146	11,368	146	11,222	4.1%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	16,124	460,665	460,665	460,665	-	-	2,464	16	14,796	17	14,779	3.2%
V	Community Based Transit/Circulators	10,748	307,065	307,065	307,065	-	-	3	10	12	10	2	0.0%
W	Safe Transit Stops	1,186	33,892	33,892	33,892	-	-	-	-	5	-	5	0.0%
	Subtotal Projects	134,384	3,839,327	3,736,885	3,736,885	102,442	-	27,144	5,554	160,285	67,877	92,408	
	Net (Bond Revenue)/Debt Service	-	-	102,442	102,442	(102,442)	-	(105)	-	6,566	-	6,566	
	Total Transit Projects	\$ 134,384	\$ 3,839,327	\$ 3,839,327	\$ 3,839,327	\$ -	\$ -	\$ 27,039	\$ 5,554	\$ 166,851	\$ 67,877	\$ 98,974	20.2%
	%				25.0%								20.2%
	Measure M2 Program	\$ 537,540	\$ 15,357,309	\$ 15,357,309	\$ 15,357,309	\$ -	\$ -	\$ 107,041	\$ 40,038	\$ 676,929	\$ 188,139	\$ 488,790	

Measure M2
Schedule of Revenues and Expenditures Summary
as of June 30, 2013
(Unaudited)

Project	Description	Revenues Program to Date Actual	Total Revenues	Project Budget	Estimate at Completion	Variance Total Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended June 30, 2013	Reimbursements Quarter Ended June 30, 2013	Expenditures through June 30, 2013	Reimbursements through June 30, 2013	Net Project Cost	Percent of Budget Expended
(G)		(H.1)	(I.1)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)
	(\$ in thousands)												
	Environmental Cleanup (2% of Revenues)												
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 11,595	\$ 324,581	\$ 324,581	\$ 324,581	\$ -	\$ -	\$ 719	\$ -	\$ 3,944	\$ 177	\$ 3,767	1.2%
	Total Environmental Cleanup	\$ 11,595	\$ 324,581	\$ 324,581	\$ 324,581	\$ -	\$ -	\$ 719	\$ -	\$ 3,944	\$ 177	\$ 3,767	0.6%
	%				2.0%								
	Taxpayer Safeguards and Audits												
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 8,673	\$ 232,902	\$ 232,902	\$ 232,902	\$ -	\$ -	\$ 807	\$ -	\$ 5,773	\$ -	\$ 5,773	2.5%
	%				1.5%								1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 5,798	\$ 162,291	\$ 162,291	\$ 162,291	\$ -	\$ -	\$ 1,817	\$ (844)	\$ 10,138	\$ 4,340	\$ 5,798	3.6%
	%				1.0%								1.0%

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of September 30, 2013

(\$ in thousands)	Quarter Ended Sept 30, 2013	Year to Date Sept 30, 2013 (A)	Period from Inception through Sept 30, 2013 (B)
Revenues:			
Sales taxes	\$ -	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:			
Project related	637	637	578,543
Non-project related	-	-	620
Interest:			
Operating:			
Project related	-	-	1,745
Non-project related	418	418	268,498
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	99	99	6,365
Proceeds on sale of assets held for resale	2,256	2,256	26,830
Miscellaneous:			
Project related	-	-	26
Non-project related	-	-	776
Total revenues	<u>3,410</u>	<u>3,410</u>	<u>5,310,270</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	-	-	56,883
Professional services:			
Project related	68	68	206,928
Non-project related	-	-	35,643
Administration costs:			
Project related	231	231	23,570
Non-project related	335	335	95,723
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	10	10	2,080
Non-project related	2	2	15,962
Payments to local agencies:			
Turnback	-	-	594,009
Other	760	760	938,444
Capital outlay	15	15	2,092,041
Debt service:			
Principal payments on long-term debt	-	-	1,003,955
Interest on long-term debt and commercial paper	-	-	561,842
Total expenditures	<u>1,421</u>	<u>1,421</u>	<u>5,705,698</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,989</u>	<u>1,989</u>	<u>(395,428)</u>
Other financing sources (uses):			
Transfers out:			
Project related	(17,750)	(17,750)	(406,433)
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>(17,750)</u>	<u>(17,750)</u>	<u>606,418</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (15,761)</u>	<u>\$ (15,761)</u>	<u>\$ 210,990</u>

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of September 30, 2013

(\$ in thousands)	Quarter Ended Sept 30, 2013 (actual)	Year Ended Sept 30, 2013 (actual) (C.1)	Period from Inception through Sept 30, 2013 (actual) (D.1)	Period from October 1, 2013 forward (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ -	\$ -	\$ 4,003,972	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	-	620	-	620
Operating interest	418	418	268,498	2,259	270,757
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	776	-	776
Total tax revenues	<u>418</u>	<u>418</u>	<u>4,294,549</u>	<u>2,259</u>	<u>4,296,808</u>
Administrative expenditures:					
SBOE fees	-	-	56,883	-	56,883
Professional services, non-project related	-	-	26,782	-	26,782
Administration costs, non-project related	335	335	95,723	1,949	97,672
Transfers out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	2	2	6,862	-	6,862
Total administrative expenditures	<u>337</u>	<u>337</u>	<u>221,158</u>	<u>1,949</u>	<u>223,107</u>
Net tax revenues	<u>\$ 81</u>	<u>\$ 81</u>	<u>\$ 4,073,391</u>	<u>\$ 310</u>	<u>\$ 4,073,701</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 September 30, 2013**

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended Sept 30, 2013 (N)	Reimbursements Quarter Ended Sept 30, 2013 (O)	Expenditures through Sept 30, 2013 (N)	Reimbursements through Sept 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)												
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,194	\$ 982,269	\$ 810,010	\$ 789,022	\$ 193,247	\$ 20,988	\$ 28	\$ 2,276	\$ 879,920	\$ 87,981	\$ 791,939	97.8%
I-5 between I-5/I-405 Interchange and San Clemente	68,740	68,746	72,862	74,962	(6,216)	(2,100)	-	-	70,294	10,358	59,936	82.3%
I-5/I-405 Interchange	87,247	87,254	72,802	73,075	14,179	(273)	-	-	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,166	58,169	44,511	49,349	8,820	(4,838)	-	-	55,514	6,172	49,342	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,082	29,085	24,128	22,758	6,327	1,370	-	-	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,583	125,593	116,136	105,389	20,204	10,747	-	-	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,545	400,575	313,297	310,943	89,632	2,354	111	514	658,379	345,915	312,464	99.7%
Subtotal Projects	1,751,557	1,751,691	1,453,746	1,425,498	326,193	28,248	139	2,790	1,911,876	496,973	1,414,903	
Net (Bond Revenue)/Debt Service	-	-	311,917	311,917	(311,917)	-	-	-	311,917	-	311,917	
Total Freeways	\$ 1,751,557	\$ 1,751,691	\$ 1,765,663	\$ 1,737,415	\$ 14,276	\$ 28,248	\$ 139	\$ 2,790	\$ 2,223,793	\$ 496,973	\$ 1,726,820	44.7%
%				43.0%							44.7%	
Regional Street and Road Projects (11%)												
Smart Streets	\$ 153,625	\$ 153,637	\$ 151,228	\$ 151,228	\$ 2,409	\$ -	\$ 24	\$ -	\$ 157,516	\$ 11,939	\$ 145,577	96.3%
Regionally Significant Interchanges	89,615	89,621	89,621	89,621	-	-	4,511	-	83,826	146	83,680	93.4%
Intersection Improvement Program	128,022	128,031	128,031	128,031	-	-	4,644	-	114,840	3,720	111,120	86.8%
Traffic Signal Coordination	64,010	64,015	64,015	64,015	-	-	122	-	67,256	3,747	63,509	99.2%
Transportation Systems Management and Transportation Demand Management	12,802	12,803	12,803	12,803	-	-	1,603	-	11,277	149	11,128	86.9%
Subtotal Projects	448,074	448,107	445,698	445,698	2,409	-	10,904	-	434,715	19,701	415,014	
Net (Bond Revenue)/Debt Service	-	-	2,409	2,409	(2,409)	-	-	-	2,409	-	2,409	
Total Regional Street and Road Projects	\$ 448,074	\$ 448,107	\$ 448,107	\$ 448,107	\$ -	\$ -	\$ 10,904	\$ -	\$ 437,124	\$ 19,701	\$ 417,423	10.8%
%				11.1%							10.8%	

**Measure M1
Schedule of Revenues and Expenditures Summary
as of September 30, 2013**

Project Description (G) (\$ in thousands)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures Quarter Ended Sept 30, 2013 (N)	Reimbursements Quarter Ended Sept 30, 2013 (O)	Expenditures through Sept 30, 2013 (N)	Reimbursements through Sept 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)												
Master Plan of Arterial Highway Improvements	\$ 160,697	\$ 160,717	\$ 160,717	\$ 160,717	\$ -	\$ -	\$ 7,494	\$ -	\$ 147,665	\$ 99	\$ 147,566	91.8%
Streets and Roads Maintenance and Road Improvements	594,715	594,760	594,760	594,760	-	-	-	-	594,025	-	594,025	99.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	159	-	95,091	431	94,660	94.7%
Subtotal Projects	855,412	855,477	855,477	855,477	-	-	7,653	-	836,781	530	836,251	
Net (Bond Revenue)/Debt Service	-	-	-	-	-	-	-	-	-	-	-	
Total Local Street and Road Projects	\$ 855,412	\$ 855,477	\$ 855,477	\$ 855,477	\$ -	\$ -	\$ 7,653	\$ -	\$ 836,781	\$ 530	\$ 836,251	21.2%
%												21.7%
Transit Projects (25%)												
Pacific Electric Right-of-Way	\$ 19,710	\$ 19,711	\$ 15,000	\$ 14,000	\$ 5,711	\$ 1,000	\$ -	\$ 79	\$ 17,478	\$ 3,337	\$ 14,141	94.3%
Commuter Rail	367,629	367,659	367,659	337,659	30,000	30,000	-	-	411,438	60,805	350,633	95.4%
High-Technology Advanced Rail Transit	446,759	446,793	446,793	440,688	6,105	6,105	-	123	467,801	153,661	314,140	70.3%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	-	-	20,000	-	20,000	100.0%
Transitways	164,250	164,262	146,381	126,625	37,637	19,756	138	-	163,416	36,765	126,651	86.5%
Subtotal Projects	1,018,348	1,018,425	995,833	938,972	79,453	56,861	138	202	1,080,133	254,568	825,565	
Net (Bond Revenue)/Debt Service	-	-	56,342	56,342	(56,342)	-	-	-	56,342	-	56,342	
Total Transit Projects	\$ 1,018,348	\$ 1,018,425	\$ 1,052,175	\$ 995,314	\$ 23,111	\$ 56,861	\$ 138	\$ 202	\$ 1,136,475	\$ 254,568	\$ 881,907	22.8%
%												24.7%
Total Measure M1 Program	\$ 4,073,391	\$ 4,073,700	\$ 4,121,422	\$ 4,036,313	\$ 37,387	\$ 85,109	\$ 18,834	\$ 2,992	\$ 4,634,173	\$ 771,772	\$ 3,862,401	

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of September 30, 2013
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2013	Year to Date Sept 30, 2013 (A)	Period from Inception to Sept 30, 2013 (B)
Revenues:			
Sales taxes	\$ 71,308	\$ 71,308	\$ 649,536
Other agencies' share of Measure M2 costs:			
Project related	12,785	12,785	168,813
Interest:			
Operating:			
Non-project related	926	926	2,453
Bond proceeds	3,088	3,088	19,296
Debt service	1	1	34
Commercial paper	-	-	393
Right-of-way leases	45	45	396
Miscellaneous			
Project related	-	-	13
Non-project related	-	-	7
Total revenues	<u>88,153</u>	<u>88,153</u>	<u>840,941</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	806	806	6,578
Professional services:			
Project related	455	455	161,693
Non-project related	197	197	8,469
Administration costs:			
Project related	1,753	1,753	21,488
Non-project related	1,375	1,375	25,322
Other:			
Project related	24	24	745
Non-project related	7	7	3,506
Payments to local agencies:			
Project related	10,137	10,137	236,414
Capital outlay:			
Project related	13,873	13,873	244,570
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	-	-	6,410
Interest on long-term debt and commercial paper	11,107	11,107	60,814
Total expenditures	<u>39,734</u>	<u>39,734</u>	<u>776,041</u>
Excess (deficiency) of revenues over (under) expenditures	<u>48,419</u>	<u>48,419</u>	<u>64,900</u>
Other financing sources (uses):			
Transfers out:			
Project related	(464)	(464)	(6,345)
Transfers in:			
Project related	-	-	31,923
Non-project related	17,750	17,750	17,750
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>17,286</u>	<u>17,286</u>	<u>401,921</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 65,705</u>	<u>\$ 65,705</u>	<u>\$ 466,821</u>

Measure M2
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of September 30, 2013
(Unaudited)

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2013 (actual)	Year Ended Sept 30, 2013 (actual)	Period from Inception through Sept 30, 2013 (actual)	Period from October 1, 2013 through March 31, 2014 (forecast)	Total
	(C.1)	(C.1)	(D.1)	(E.1)	(F.1)
Tax revenues:					
Sales taxes	\$ 71,308	\$ 71,308	\$ 649,536	\$ 14,877,604	\$ 15,527,140
Operating interest	926	926	2,453	698,832	701,285
Total tax revenues	<u>72,234</u>	<u>72,234</u>	<u>651,989</u>	<u>15,576,436</u>	<u>16,228,425</u>
Administrative expenditures:					
SBOE fees	806	806	6,578	223,254	229,832
Professional services, non-project related	197	197	5,220	101,151	106,371
Administration costs, non-project related	1,375	1,375	25,322	142,081	167,403
Transfers out, non-project related	-	-	-	20,826	20,826
Other, non-project related	7	7	3,506	26,775	30,281
Capital outlay, non-project related	-	-	32	-	32
Environmental cleanup	2,024	2,024	4,007	311,529	315,536
Total expenditures	<u>4,409</u>	<u>4,409</u>	<u>44,665</u>	<u>825,617</u>	<u>870,282</u>
Net tax revenues	<u>\$ 67,825</u>	<u>\$ 67,825</u>	<u>\$ 607,324</u>	<u>\$ 14,750,819</u>	<u>\$ 15,358,143</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,450,000	\$ 1,808,593
Interest revenue from bond proceeds	3,088	3,088	19,296	26	19,322
Interest revenue from debt service funds	1	1	34	55	89
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>3,089</u>	<u>3,089</u>	<u>378,316</u>	<u>1,450,081</u>	<u>1,828,397</u>
Financing expenditures and uses:					
Professional services, non-project related	-	-	3,249	-	3,249
Bond debt principal	-	-	6,410	1,450,058	1,456,468
Bond debt and other interest expense	11,107	11,107	60,814	1,066,067	1,126,881
Total financing expenditures and uses	<u>11,107</u>	<u>11,107</u>	<u>70,473</u>	<u>2,516,125</u>	<u>2,586,598</u>
Net bond revenues (debt service)	<u>\$ (8,018)</u>	<u>\$ (8,018)</u>	<u>\$ 307,843</u>	<u>\$ (1,066,044)</u>	<u>\$ (758,201)</u>

Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2013
(Unaudited)

Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended Sept 30, 2013	Reimbursements Quarter Ended Sept 30, 2013	Expenditures through Sept 30, 2013	Reimbursements through Sept 30, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)
(\$ in thousands)												
Freeways (43% of Net Tax Revenues)												
I-5 Santa Ana Freeway Interchange Improvements	\$ 23,938	\$ 605,343	\$ 604,950	\$ 604,950	\$ 393	\$ -	\$ 16	\$ -	\$ 1,473	\$ -	\$ 1,473	0.2%
I-5 Santa Ana/San Diego Freeway Improvements	60,364	1,526,495	1,436,293	1,436,293	90,202	-	589	672	36,175	8,536	27,639	1.9%
SR-22 Garden Grove Freeway Access Improvements	6,112	154,556	154,556	154,556	-	-	-	-	4	-	4	0.0%
SR-55 Costa Mesa Freeway Improvements	18,641	471,395	470,189	470,189	1,206	-	185	-	5,461	13	5,448	1.2%
SR-57 Orange Freeway Improvements	13,176	333,196	322,988	322,988	10,208	-	2,498	525	37,197	8,099	29,098	9.0%
SR-91 Riverside Freeway Improvements	46,281	1,170,373	1,165,588	1,165,588	4,785	-	2	124	21,992	6,117	15,875	1.4%
I-405 San Diego Freeway Improvements	70,922	1,793,489	1,300,671	1,300,671	492,818	-	394	136	18,562	771	17,791	1.4%
I-605 Freeway Access Improvements	1,019	25,759	25,759	25,759	-	-	5	-	26	-	26	0.1%
All Freeway Service Patrol	7,640	193,195	193,195	193,195	-	-	5	-	35	-	35	0.0%
Freeway Mitigation	13,057	330,200	319,008	319,008	11,192	-	197	101	33,563	1,305	32,258	10.1%
Subtotal Projects	261,150	6,604,001	5,993,197	5,993,197	610,804	-	3,891	1,558	154,488	24,841	129,647	
Net (Bond Revenue)/Debt Service	-	-	610,803	610,803	(610,803)	-	3,164	-	17,494	-	17,494	
Total Freeways	\$ 261,150	\$ 6,604,001	\$ 6,604,000	\$ 6,604,000	\$ 1	\$ -	\$ 7,055	\$ 1,558	\$ 171,982	\$ 24,841	\$ 147,141	28.8%
%				43.0%								
Street and Roads Projects (32% of Net Tax Revenues)												
Regional Capacity Program	\$ 60,733	\$ 1,535,834	\$ 1,490,580	\$ 1,490,580	\$ 45,254	\$ -	\$ 9,945	\$ 10,254	\$ 247,442	\$ 106,960	\$ 140,482	9.4%
Regional Traffic Signal Synchronization Program	24,292	614,306	614,188	614,188	118	-	969	-	4,167	272	3,895	0.6%
Local Fair Share Program	109,318	2,764,466	2,764,466	2,764,466	-	-	7,709	-	96,737	-	96,737	3.5%
Subtotal Projects	194,343	4,914,606	4,869,234	4,869,234	45,372	-	18,623	10,254	348,346	107,232	241,114	
Net (Bond Revenue)/Debt Service	-	-	45,372	45,372	(45,372)	-	3,406	-	18,831	-	18,831	
Total Street and Roads Projects	\$ 194,343	\$ 4,914,606	\$ 4,914,606	\$ 4,914,606	\$ -	\$ -	\$ 22,029	\$ 10,254	\$ 367,177	\$ 107,232	\$ 259,945	50.9%
%				32.0%								

Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2013
(Unaudited)

Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended Sept 30, 2013	Reimbursements Quarter Ended Sept 30, 2013	Expenditures through Sept 30, 2013	Reimbursements through Sept 30, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)
<i>(\$ in thousands)</i>												
Transit Projects (25% of Net Tax Revenues)												
High Frequency Metrolink Service	\$ 54,369	\$ 1,374,885	\$ 1,346,847	\$ 1,346,847	\$ 28,038	\$ -	\$ 1,794	\$ 881	\$ 135,175	\$ 68,275	\$ 66,900	5.0%
Transit Extensions to Metrolink	53,613	1,355,768	1,314,251	1,314,251	41,517	-	80	-	804	311	493	0.0%
Metrolink Gateways	12,149	307,217	274,746	274,746	32,471	-	962	137	12,330	283	12,047	4.4%
Expand Mobility Choices for Seniors and Persons with Disabilities	18,218	460,690	460,690	460,690	-	-	1,289	-	16,085	16	16,069	3.5%
Community Based Transit/Circulators	12,142	307,082	307,082	307,082	-	-	3	-	15	10	5	0.0%
Safe Transit Stops	1,340	33,894	33,894	33,894	-	-	-	-	5	-	5	0.0%
Subtotal Projects	151,831	3,839,536	3,737,510	3,737,510	102,026	-	4,128	1,018	164,414	68,895	95,519	
Net (Bond Revenue)/Debt Service	-	-	102,026	102,026	(102,026)	-	1,451	-	8,017	-	8,017	
Total Transit Projects	\$ 151,831	\$ 3,839,536	\$ 3,839,536	\$ 3,839,536	\$ -	\$ -	\$ 5,579	\$ 1,018	\$ 172,431	\$ 68,895	\$ 103,536	20.3%
%					25.0%							
Measure M2 Program	\$ 607,324	\$ 15,358,143	\$ 15,358,142	\$ 15,358,142	\$ 1	\$ -	\$ 34,663	\$ 12,830	\$ 711,590	\$ 200,968	\$ 510,622	

Measure M2
Schedule of Revenues and Expenditures Summary
as of September 30, 2013
(Unaudited)

Description	Revenues Program to Date Actual	Total Revenues	Project Budget	Estimate at Completion	Variance Total Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures Quarter Ended Sept 30, 2013	Reimbursements Quarter Ended Sept 30, 2013	Expenditures through Sept 30, 2013	Reimbursements through Sept 30, 2013	Net Project Cost	Percent of Budget Expended
(G)	(H.1)	(I.1)	(J)	(K)	(L)	(M)	(N)	(O)	(N)	(O)	(P)	(Q)
<i>(\$ in thousands)</i>												
Environmental Cleanup (2% of Revenues)												
Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 13,040	\$ 324,568	\$ 324,568	\$ 324,568	\$ -	\$ -	\$ 64	\$ -	\$ 4,007	\$ 177	\$ 3,830	1.2%
Total Environmental Cleanup	\$ 13,040	\$ 324,568	\$ 324,568	\$ 324,568	\$ -	\$ -	\$ 64	\$ -	\$ 4,007	\$ 177	\$ 3,830	0.6%
%				2.0%							0.6%	
Taxpayer Safeguards and Audits												
Collect Sales Taxes (1.5% of Sales Taxes)	\$ 9,743	\$ 232,907	\$ 232,907	\$ 232,907	\$ -	\$ -	\$ 806	\$ -	\$ 6,578	\$ -	\$ 6,578	2.8%
%				1.5%							1.0%	
Oversight and Annual Audits (1% of Revenues)	\$ 6,520	\$ 162,284	\$ 162,284	\$ 162,284	\$ -	\$ -	\$ 455	\$ (267)	\$ 10,592	\$ 4,072	\$ 6,520	4.0%
%				1.0%							1.0%	

***Presentation
Items***



October 7, 2013

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Regional Traffic Signal Synchronization Program Overview

Overview

The Orange County Transportation Authority has been working with local cities, the County of Orange, and the California Department of Transportation on the implementation of multi-agency traffic signal synchronization. This report provides an overview of the Regional Traffic Signal Synchronization Program, including results from recently completed signal synchronization projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) provides funding and assistance to implement multi-agency signal synchronization as part of the Measure M2 (M2) Regional Traffic Signal Synchronization Program (RTSSP). OCTA provides for competitive capital grants and operations funding for the coordination of traffic signals across jurisdictional boundaries. The RTSSP goal is to improve the flow of traffic by developing and implementing regional coordination that crosses local agency boundaries.

To date, OCTA and local agencies have completed 18 signal synchronization projects since 2008. The projects cover 1,074 signalized intersections along 269 miles of streets. This program has improved travel times, reduced delays, and increased green lights drivers see in daily commutes. The results of the program translate into direct cost savings for the motorist, with less fuel consumption and reduction of greenhouse gas (GHG) emissions.

Discussion**RTSSP Overview**

Signal synchronization is a cost-effective way to increase roadway throughput without major new construction. The goal of such projects is to optimize traffic signal timings to reduce travel times, stops, and delays along corridors. OCTA has used a variety of sources in the past to fund signal synchronization projects on a regional basis, including Measure M1, Proposition 1B, and statewide air quality funds.

Currently, signal synchronization projects are funded as part of the M2 RTSSP, a 30-year competitive grant program that started in 2010. As part of the signal program, OCTA seeks to work with cities, the County, and the California Department of Transportation (Caltrans) to accelerate the implementation of traffic signal coordination. 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. In combination with local agency matching funds, it includes competitive funding for the coordination of traffic signals across jurisdictional boundaries.

Funding is provided in the form of a three-year competitive grant for the implementation of signal synchronization along corridors. The funding provides for the updating of signal synchronization timing for every intersection, plus necessary improvement to the signal control and communications infrastructure. Each project also includes a significant local agency contribution and an allocation for ongoing maintenance and monitoring to keep the investments in optimal condition over the three-year grant period. Once the three-year grant is completed, local agencies are encouraged to reapply for signal program grants along the same corridor(s) to maintain an optimal level of signal synchronization performance and to build on previous investments.

OCTA releases an annual call for projects for signal synchronization to all 34 cities and the County of Orange. Local agency projects compete for funding in a competitive process. Projects submitted by local agencies as part of the competition must meet specific criteria. Projects are rated based on scoring criteria and are selected based on competitive ratings. Projects are implemented with a single local agency lead, with other jurisdictions actively participating. There is an option for OCTA to lead an effort if the local agencies request, but the default is for local agencies to lead the efforts. Typically, smaller jurisdictions tend to ask OCTA to lead due to resource constraints. Otherwise, a local agency is identified as the lead among multiple city participants.

Key to these efforts is a regular dialogue between all participating agencies, including Caltrans. The result is that the local agencies work together based on the multi-jurisdictional nature of the projects. Projects are corridor-based, and optimized signal timings are developed based on existing traffic patterns. A coordination strategy is developed that combines interconnected time-based synchronization of the respective agencies' systems, including the necessary modifications in the infrastructure to accomplish this task and in preparation for future uses and upgrades. Existing synchronization on crossing arterials is incorporated when applicable. Optimized timings are developed and implemented for identified peak periods, typically morning, midday, and evening. Finally, in order to keep the public informed of signal synchronization benefits, "before and after" studies are conducted to evaluate the improvements from these new optimized timing plans.

The optimized timing plans are developed in coordination with local agency staff. As part of the regular monitoring, cross street traffic patterns are observed to ensure proper operation and minimal delay when entering the coordinated corridor system. This approach acknowledges local agencies' responsibility for signal timing and defers to agencies in developing acceptable synchronized timing.

Signal Synchronization Projects

Since 2008, a total of 18 OCTA-funded signal synchronization projects, targeting 1,074 signalized intersections over 269 miles of arterial highways, have been completed. The total cost of these projects was over \$13 million. These completed projects have all included the participation of local agency staff in project meetings, reviews, and field work. The completed projects are identified on the map included as part of Attachment A.

To measure each project's overall success, before and after travel time studies were conducted to evaluate improvements gained through the new timing. The studies were conducted during peak traffic periods by driving specially-equipped vehicles that record various measures within the coordinated traffic flow during each peak time period. These measures show improvements in total travel times, number of stops, and average speeds. Additionally, fuel consumption, GHG, and other vehicle emissions are reported.

Historically, individual agency signal timing efforts result in travel time and speed improvements between five percent and 15 percent. Comparisons of the corridor before and after studies indicate much better results due to the combination of the optimized traffic signal timing plans, cooperation between all participating agencies, and minor signal upgrades to maximize arterial capacity. A summary of

the comparisons for the 18 completed signal synchronization projects using before and after studies is provided in Attachment B.

The results show a reduction of travel times between 11 percent and 22 percent, for an average of 16 percent across all projects. Speeds on the corridors improved between 12 percent and 29 percent, for an average improvement of 18 percent. Stops on the corridors due to reduced red lights improved between 23 percent and 50 percent, for an average improvement of 36 percent. The projects are also expected to reduce GHG by over 381 million pounds and fuel consumption by over 18 million gallons over a three-year period. The reduction of GHG is made possible by reducing the number of stops, smoothing the flow of traffic, and reducing the amount of acceleration and deceleration of vehicles. At \$3.90 per gallon of fuel, consumers could save approximately \$70 million in fuel costs over that three-year period. This translates to a benefit cost ratio of approximately five-to-one based on the fuel savings alone.

Currently, OCTA is funding an additional 51 signal synchronization projects that are in various stages of implementation. The committed funding from OCTA is primarily from the competitive signal program, and the total cost of these projects is \$38 million. The funded projects that are currently ongoing are also identified on the map in Attachment A. Attachment C includes details for the projects that are led by local agencies, and Attachment D includes information for those that are OCTA-led. Once completed, these funded projects will synchronize an additional 363 miles and 1,360 signals. It is anticipated that all of the currently funded projects will implement synchronized signal timing by 2016.

It is important to note that OCTA-funded signal synchronization projects have improved travel along corridors owned by all 34 Orange County cities, the County of Orange, and Caltrans. Based on the results of these efforts, it is clear that the goals of the RTSSP are being met. In addition, the signal program target of synchronizing at least 2,000 signalized intersections, as expressed in the M2 voter guide, is over halfway complete and will be met by 2016.

The optimized timing on OCTA signal synchronization projects can last up to three years with regular monitoring. This includes the use of a combination of advanced traffic control systems, field reviews by experienced traffic engineers who drive the corridor recurrently, and adjustments to signal timings based on observed conditions. After the three-year period has elapsed, traffic engineering best practice recommends that timing be completely revisited and analyzed in order to account for changes in daily traffic, travel patterns, and land uses.

The signal program allows for completed projects to compete again for funding during the annual call for projects process. Previous investments made as part of earlier projects are incorporated into the revisited project, while new investments can be made in other locations. An example of this is Euclid Street signals which were synchronized in 2008, and just recently updated this year. The result is a program that will regularly coordinate signals along at least 750 miles and 2,000 intersections as the basis for synchronized operation across Orange County.

Next Steps

OCTA continually works with local agencies through various venues including the Technical Steering Committee and Technical Advisory Committee to identify corridors that are eligible for funding and would benefit from signal program funding as part of the annual call for projects. Currently, the 2014 call for projects, providing another \$12 million towards providing signal synchronization benefits to Orange County streets, is open, with award recommendation expected to be presented to the Board of Directors in spring 2014.

Summary

OCTA and local agencies have successfully implemented new cooperative traffic signal synchronization timing on 18 corridors. Another 51 projects are planned or underway. The synchronization of traffic signals along these regional corridors has and will continue to result in significant improvements to traffic flow by reducing total travel times and stops per mile, coupled with increases in average speeds, which results in more greens traversed than stopped for a red, plus decreases in GHG and overall vehicle emissions.

Attachments


- A. OCTA-Funded Signal Synchronization Projects - (2008 – Present)
- B. Summary of Results for Completed Regional Traffic Signal Synchronization Projects
- C. Signal Synchronization Projects Planned or In-Progress (Local Agency Lead)
- D. Signal Synchronization Projects Planned or In-Progress (OCTA Lead)

Prepared by:



Anup Kulkarni
Section Manager, Strategic Planning
(714) 560-5867

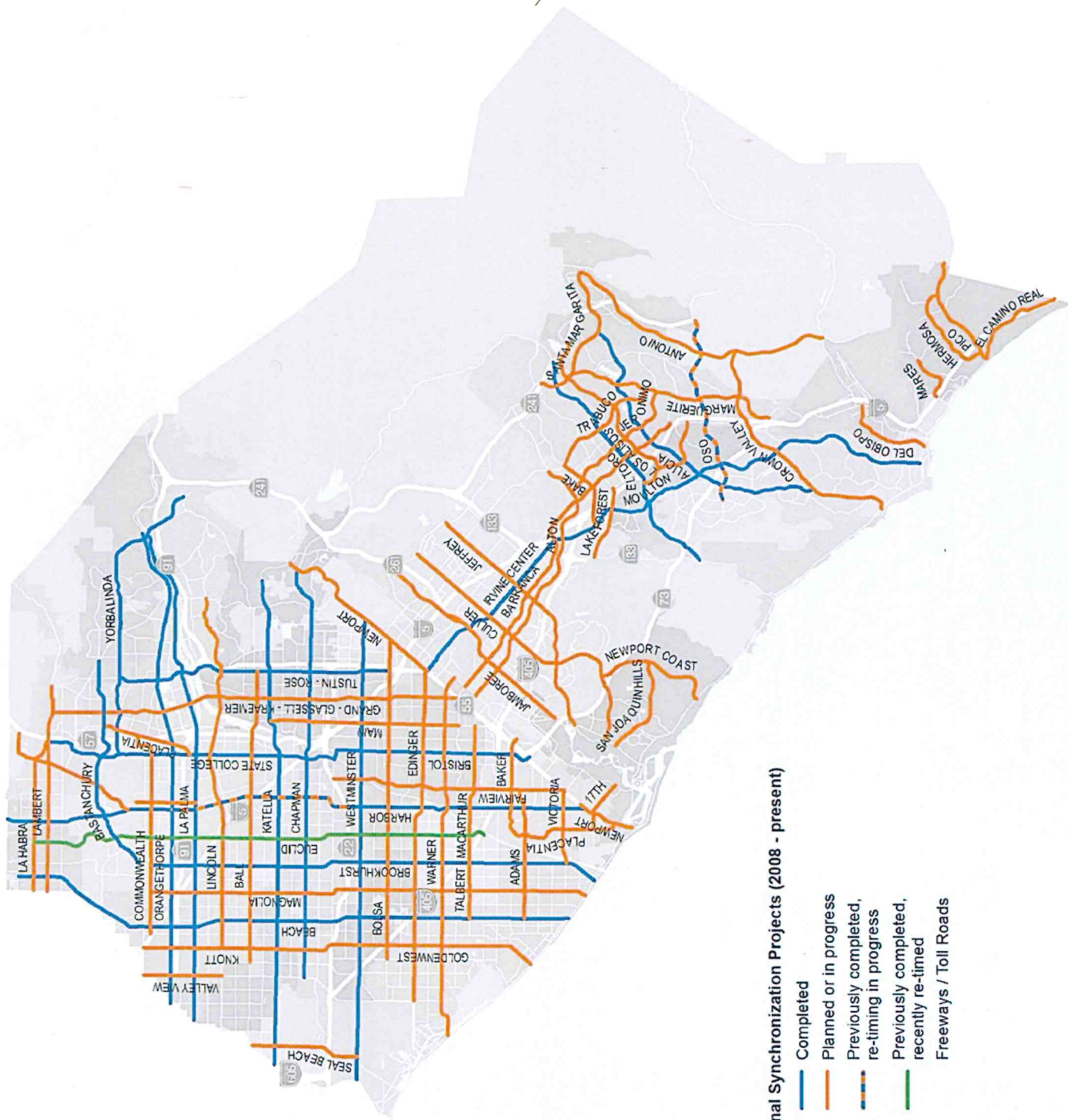
Approved by:



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



OCTA - Funded Signal Synchronization Projects (2008 - present)



OCTA - Funded Signal Synchronization Projects (2008 - present)

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

Source: OCTA



Summary of Results for Completed Regional Traffic Signal Synchronization Projects

Corridor Name	Timing Completed	Lead Agency	Length (Miles)	Signals	Project Cost	Project Life Fuel Consumed Savings (gallons)	Estimated Project Life Gas Savings (Dollars)	Estimated Project Life Greenhouse Gas Savings (pounds)	Travel Time Improvement	Speed Improvement	Stops per Mile Improvement
<i>Euclid Street</i>	2008	OCTA	15	62	\$ 450,000	792,726	\$ 3,091,631	16,188,276	20%	24%	43%
<i>Pacific Park/Oso Parkway</i>	2009	OCTA	9	34	\$ 250,000	935,223	\$ 3,647,370	19,098,249	22%	29%	50%
<i>Alicia Parkway</i>	2010	OCTA	11	41	\$ 945,000	206,667	\$ 806,001	4,220,358	13%	12%	40%
<i>Beach Boulevard</i>	2010	OCTA	20	70	\$ 1,300,000	2,684,544	\$ 10,469,722	54,821,202	14%	21%	28%
<i>Chapman Avenue (South)</i>	2010	OCTA	15	52	\$ 800,000	831,969	\$ 3,244,679	16,989,696	16%	18%	46%
<i>Edinger/Irvine Center Drive/Moulton</i>	2011	OCTA	22	109	\$ 846,000	1,181,976	\$ 4,609,706	24,137,220	11%	14%	34%
<i>Harbor Boulevard</i>	2010	OCTA	16	107	\$ 520,000	827,208	\$ 3,226,111	16,892,430	11%	12%	23%
<i>Orangethorpe Avenue</i>	2011	OCTA	19	44	\$ 698,000	681,804	\$ 2,659,036	13,923,183	17%	20%	42%
<i>State College/Bristol Street</i>	2011	OCTA	17	97	\$ 760,000	1,048,650	\$ 4,089,735	21,414,513	15%	18%	28%
<i>Westminster Avenue</i>	2011	OCTA	13	48	\$ 620,000	950,484	\$ 3,706,888	22,166,736	14%	17%	35%
<i>Brookhurst Street</i>	2012	OCTA	16	56	\$ 631,764	2,012,874	\$ 7,850,209	41,105,031	19%	18%	31%
<i>El Toro Road</i>	2012	OCTA	11	40	\$ 478,916	846,879	\$ 3,302,828	17,294,160	19%	24%	32%
<i>Katella Avenue</i>	2012	OCTA	17	69	\$ 673,845	1,137,363	\$ 4,435,716	23,226,165	14%	14%	36%
<i>La Palma Avenue</i>	2012	OCTA	18	58	\$ 803,999	1,168,095	\$ 4,555,572	26,102,439	18%	22%	27%
<i>Bastanchury Road</i>	2013	Fullerton	8	27	\$ 674,920	270,003	\$ 1,053,012	5,513,724	13%	15%	49%
<i>Euclid Street*</i>	2013	Fullerton	17	66	\$ 1,250,000	1,212,840	\$ 4,730,076	24,767,469	15%	17%	40%
<i>Tustin/Rose Drive</i>	2013	OCTA	10	43	\$ 854,000	592,266	\$ 2,309,837	12,094,716	15%	17%	37%
<i>Yorba Linda Boulevard</i>	2013	OCTA	15	51	\$ 521,837	638,835	\$ 2,491,455	21,752,031	14%	12%	32%
Summary of all Projects			269	1074	\$ 13,078,280	18,020,406	\$ 70,279,583¹	381,707,598	16%	18%	36%

* Euclid Street is included twice as it was originally synchronized in 2008 and re-timed in 2013.

¹ Based on \$3.90 per gallon of gas.

Improvements are calculated over the full corridor across both directions and all time periods.

Signal Synchronization Projects Planned or In-Progress (Local Agency Lead)

#	Lead	Corridor Name	Length (miles)	Signals	Number of Agencies	Project Cost
1	Anaheim	Harbor Boulevard	4	22	2	\$ 914,834
2	Anaheim	Lincoln Avenue	13	47	3	\$ 972,388
3	Buena Park	Knott Avenue	7	28	5	\$ 560,000
4	Buena Park	Valley View Street	3	14	3	\$ 350,000
5	Costa Mesa	17th Street	3	11	3	\$ 275,000
6	Costa Mesa	Baker Street/Placentia Avenue	8	26	3	\$ 649,950
7	Costa Mesa	Fairview Road	8	31	3	\$ 775,001
8	Costa Mesa	Victoria Street	3	10	2	\$ 250,000
9	Fullerton	Brea Boulevard	4	16	3	\$ 400,000
10	Fullerton	Commonwealth Avenue	8	30	3	\$ 750,000
11	Fullerton	Lemon Street/Anaheim Boulevard	2	14	3	\$ 350,000
12	Fullerton	Placentia Avenue (Fullerton)	4	19	3	\$ 475,000
13	Irvine	Alton Parkway	14	45	3	\$ 1,511,745
14	Irvine	Barranca Parkway	13	44	4	\$ 2,633,043
15	Irvine	Culver Drive	11	39	3	\$ 974,820
16	Irvine	Jamboree Road	8	27	4	\$ 288,260
17	Irvine	Jeffrey Road	9	33	3	\$ 512,540
18	La Habra	La Habra Boulevard/Central Avenue/State College Boulevard	6	23	3	\$ 575,000
19	La Habra	Lambert Road	10	26	3	\$ 650,000
20	Laguna Hills	Paseo de Valencia	3	12	3	\$ 238,428
21	Newport Beach	Newport Coast Drive	5	13	3	\$ 325,000
22	Newport Beach	San Joaquin Hills Road	4	11	1	\$ 275,000
23	San Clemente	Avenida Pico	4	21	2	\$ 520,566
24	San Clemente	Avenida Vista Hermosa	3	16	2	\$ 382,320
25	San Clemente	Camino De Los Mares	2	13	2	\$ 310,260
26	San Clemente	El Camino Real	4	18	2	\$ 449,998
27	San Juan Capistrano	Del Obispo Street	4	15	2	\$ 173,500
28	Santa Ana	Main Street	8	49	3	\$ 1,688,133
29	Seal Beach	Seal Beach Boulevard/Los Alamitos Boulevard	3	13	1	\$ 733,400
<i>Total</i>			178	686		\$ 18,964,184

Signal Synchronization Projects Planned and In-Progress (OCTA Lead)

#	Lead	Corridor Name	Length (miles)	Signals	Number of Agencies	Project Cost
1	OCTA	Adams Avenue	5	25	3	\$ 1,302,968
2	OCTA	Antonio Parkway	10	25	3	\$ 1,446,150
3	OCTA	Bake Parkway	6	19	2	\$ 665,754
4	OCTA	Ball Road	11	37	4	\$ 916,770
5	OCTA	Crown Valley Parkway	9	30	5	\$ 459,000
6	OCTA	Edinger Avenue	12	38	5	\$ 942,250
7	OCTA	First Street/Bolsa Avenue	12	49	5	\$ 1,225,000
8	OCTA	Goldenwest Street	8	32	3	\$ 476,000
9	OCTA	Jeronimo Road	6	16	2	\$ 334,200
10	OCTA	Kraemer Boulevard/Glassell Street/Grand Avenue	15	59	5	\$ 3,041,900
11	OCTA	Lake Forest Drive	2	10	4	\$ 149,599
12	OCTA	Los Alisos Boulevard	7	21	4	\$ 415,771
13	OCTA	MacArthur Boulevard/Talbert Avenue	7	26	5	\$ 490,320
14	OCTA	Magnolia Street	16	53	9	\$ 400,000
15	OCTA	Marguerite Parkway	9	31	2	\$ 403,820
16	OCTA	Newport Avenue/Boulevard	7	24	4	\$ 1,182,556
17	OCTA	Newport Boulevard - South	7	33	3	\$ 1,630,745
18	OCTA	Pacific Park/Oso Parkway	8	31	5	\$ 612,778
19	OCTA	Santa Margarita Parkway	5	22	3	\$ 389,890
20	OCTA	State College Boulevard	6	36	3	\$ 1,301,974
21	OCTA	Trabuco Road	4	14	2	\$ 333,714
22	OCTA	Warner Avenue	13	43	6	\$ 777,310
<i>Total</i>			185	674		\$ 18,898,468

OCTA – Orange County Transportation Authority

*Information
Items*



October 9, 2013

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

Overview

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

Recommendation

Receive and file as an information item.

Background

In 2005, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to forecast taxable sales in Orange County by averaging forecasts from three universities; Chapman University, California State University, Fullerton, and University of California, Los Angeles. Since that time, all three universities have provided annual updates to their forecasts each Spring.

Discussion

All three universities have recently provided OCTA updated long-term forecasts through fiscal year (FY) 2040-41. The blended growth rate for FY 2013-14 is projected to be 6.57 percent. As part of the budget process this year, the Board approved a growth rate of 5.98 percent for FY 2013-14, which was the rate determined by last year's blended forecast.

After establishing the FY 2012-13 and FY 2013-14 growth rates, staff has utilized the blended growth rates from the universities for the remaining years in the Measure M2 (M2) period (FY 2014-15 through FY 2040-41). Utilizing

this methodology yields total nominal M2 sales tax revenues of \$15.5 billion (Attachment A), which is consistent with the projection for total nominal M2 sales tax collections last year at this time. Original projections in 2005 estimated total nominal M2 sales tax revenues at \$24.3 billion, \$8.8 billion higher than current projections.

Summary

OCTA has received updated taxable sales tax forecasts from all three universities. The blended forecast projects that total nominal M2 sales tax revenues over the 30-year period of M2 is approximately \$15.5 billion, which is consistent with total nominal M2 sales tax revenue projections last year at this time, but \$8.8 billion below the original 2005 projection of \$24.3 billion.

Attachment

- A. Orange County Transportation Authority M2 Sales Tax Revenue Forecast

Prepared by:



Sean Murdock
Manager,
Financial Planning and Analysis
714-560-5685

Approved by:



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



Orange County Transportation Authority
M2 Sales Tax Revenue Forecast *

Fiscal Year	Chapman Forecast	Growth Rate	UCLA Forecast	Growth Rate	CSUF Forecast	Growth Rate	Blended Forecast	Blended Growth Rate
2010-11	61,756,868	6.50%	61,756,868	6.50%	61,756,868	6.50%	61,756,868	6.50%
2011-12	250,923,027	6.20%	250,923,027	6.20%	250,923,027	6.20%	250,923,027	6.20%
2012-13	266,384,076	6.16%	266,384,076	6.16%	266,384,076	6.16%	266,384,076	6.16%
2013-14	282,500,623	6.05%	283,029,958	6.25%	286,096,498	7.40%	283,875,693	6.57%
2014-15	299,628,450	6.06%	306,096,011	8.15%	302,960,647	5.89%	302,902,165	6.70%
2015-16	315,596,170	5.33%	331,914,432	8.43%	320,078,291	5.65%	322,504,015	6.47%
2016-17	332,203,903	5.26%	352,536,357	6.21%	334,589,305	4.53%	339,713,844	5.34%
2017-18	350,096,758	5.39%	368,024,146	4.39%	347,428,081	3.84%	355,132,920	4.54%
2018-19	366,752,686	4.76%	383,612,539	4.24%	359,170,507	3.38%	369,779,826	4.12%
2019-20	383,587,999	4.59%	398,534,473	3.89%	370,997,931	3.29%	384,291,466	3.92%
2020-21	400,859,231	4.50%	411,532,830	3.26%	381,594,338	2.86%	397,895,739	3.54%
2021-22	418,668,665	4.44%	425,854,024	3.48%	392,926,917	2.97%	412,342,771	3.63%
2022-23	437,039,314	4.39%	441,035,212	3.56%	405,939,998	3.31%	427,825,673	3.75%
2023-24	456,010,318	4.34%	457,026,486	3.63%	419,895,647	3.44%	444,089,480	3.80%
2024-25	475,728,712	4.32%	472,896,967	3.47%	435,667,154	3.76%	461,190,947	3.85%
2025-26	496,272,165	4.32%	490,465,181	3.72%	452,337,560	3.83%	479,422,964	3.95%
2026-27	517,696,509	4.32%	512,118,896	4.41%	469,565,689	3.81%	499,463,928	4.18%
2027-28	540,041,828	4.32%	532,965,723	4.07%	487,183,717	3.75%	519,673,872	4.05%
2028-29	563,230,314	4.29%	554,051,789	3.96%	505,358,729	3.73%	540,427,609	3.99%
2029-30	587,100,689	4.24%	579,640,559	4.62%	524,818,620	3.85%	563,318,876	4.24%
2030-31	611,783,106	4.20%	607,438,400	4.80%	544,448,644	3.74%	587,241,466	4.25%
2031-32	637,502,505	4.20%	636,986,824	4.86%	565,071,639	3.79%	612,407,317	4.29%
2032-33	664,302,741	4.20%	668,336,880	4.92%	585,714,361	3.65%	638,493,165	4.26%
2033-34	692,229,085	4.20%	701,634,254	4.98%	607,963,875	3.80%	666,128,595	4.33%
2034-35	721,329,637	4.20%	737,069,118	5.05%	631,591,056	3.89%	695,306,146	4.38%
2035-36	751,652,969	4.20%	774,822,824	5.12%	656,462,438	3.94%	726,047,584	4.42%
2036-37	783,250,953	4.20%	815,045,493	5.19%	682,052,647	3.90%	758,219,253	4.43%
2037-38	816,176,876	4.20%	857,865,284	5.25%	708,696,774	3.91%	791,995,095	4.45%
2038-39	850,487,328	4.20%	903,455,290	5.31%	735,907,909	3.84%	827,259,358	4.45%
2039-40	886,240,310	4.20%	952,001,350	5.37%	763,886,159	3.80%	864,152,557	4.46%
2040-41	692,621,785	4.20%	754,280,767	5.64%	594,359,316	3.74%	677,470,243	4.53%
Total	\$ 15,909,655,600	4.71%	\$ 16,289,336,039	5.00%	\$ 14,451,828,419	4.20%	\$ 15,527,636,538	4.64%

* Fiscal years 2010-11 through 2012-13 represent actual sales tax receipts. Forecasted revenue figures in nominal dollars.



November 4, 2013

To: Executive Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Capital Programs Division - First Quarter Fiscal Year 2013-14
Capital Action Plan Performance Metrics

Overview

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

Recommendation

Receive and file as an information item.

Background

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

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

Discussion

The Capital Programs Division objective is to deliver projects on schedule and within the approved project 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 four key groupings of projects; freeway projects, grade separation projects, rail and station projects, and key facility projects. Simple milestones represent the plan, progress, and performance for capital project delivery. CAP performance metrics provide a FY snapshot of the milestones targeted for delivery in the budgeted FY, and provide both transparency and measurement of annual capital project delivery performance.

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

First quarter FY 2013-14 milestones achieved in the CAP include:

Freeway Projects

- The advertise construction milestone for the Interstate 5 (I-5) widening project to add carpool lanes from Pacific Coast Highway (PCH) to San Juan Creek Road was achieved. The California Department of Transportation (Caltrans) plans to open construction bids on October 31, 2013.

- The advertise construction milestone for the landscape replacement project on State Route 91 (SR-91) from State Route 55 to State Route 241 was achieved. Caltrans awarded the construction contract on October 3, 2013. This is a follow-up project to the recently completed SR-91 widening project within the same project limits.
- The construction ready milestone for the I-5 widening project to add carpool lanes from Vista Hermosa to PCH, planned for the second quarter, was achieved in the first quarter.

Grade Separation Projects

- The Raymond Avenue railroad grade separation project became construction ready.
- The advertise construction milestone for the State College Boulevard railroad grade separation project was achieved. The City of Fullerton plans to open construction bids on November 4, 2013.
- The advertise construction milestone for the Lakeview Avenue railroad grade separation project, planned for the second quarter, was achieved in the first quarter. Construction bids are scheduled to be opened on October 29, 2013.

The following project milestones missed the planned delivery in the first quarter of FY 2013-14.

Freeway Projects

- Final design was not completed for the I-5 widening project to add carpool lanes from Avenida Pico to Avenida Vista Hermosa in the first quarter of the FY. However, final design is scheduled to be completed by October 31, 2013.

Grade Separation Projects

- The advertise construction milestone for the Raymond Avenue railroad grade separation project was not achieved due to delays in the federal construction funding obligation approval and the need to sequence the bid opening schedule with the State College Boulevard railroad grade separation project. However, the City of Fullerton advertised the project for construction on October 10, 2013.

Recap of First Quarter FY 2013-14 Performance Metrics

The FY 2013-14 performance metrics snapshot provided at the beginning of the FY reflects 36 planned major project delivery milestones throughout the FY. The CAP and performance metrics have been updated to reflect both milestones achieved and missed through the first quarter of FY 2013-14 (Attachment B). In the first quarter of FY 2013-14, milestone schedules were met on four of the planned six milestones. In addition, two milestones planned for the second quarter were completed early, and the two missed first quarter milestones have been achieved as of this reporting date.

Forecasts Beyond the First Quarter FY 2013-14 Performance Metrics

The forecast complete environmental milestone for the Orange Metrolink Parking Expansion Project was planned for the third quarter FY 2013-14. The City of Orange has indicated its environmental approval is now forecast to be completed in October 2014. There are delays forecast to the planned milestones for complete environmental, complete design, construction ready, and advertise construction. These four milestones will not be achieved this FY as originally forecast.

The Placentia Metrolink Station project delivery milestones have not yet been re-established. The City of Placentia is currently working to finalize studies and agreements for a mixed-use commuter/business district parking structure which will impact the scope of the station final design. OCTA staff is continuing to discuss recovery plans with the City of Placentia and the Federal Transit Administration. The project schedule is currently under review and will be re-baselined to reflect the recovery plan.

Summary

Significant capital project delivery progress has been achieved and reflected in the CAP. The planned FY 2013-14 performance metrics created from current project forecast schedules have been compiled and will be used as a general project delivery performance indicator (Attachment B). There are 36 major project milestones planned to be accomplished in FY 2013-14. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments. The updated CAP and planned FY 2013-14 performance metrics will be posted on OCTA's website in November 2013.

Attachments

- A. Capital Action Plan, Status Through September 2013
- B. Capital Programs Division, Fiscal Year 2013-14 Performance Metrics Status Through September 2013

Prepared by:



















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

Capital Action Plan

Status Through September 2013

















Updated: October 21, 2013

Capital Projects	Cost	Schedule							
	Budget/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Freeway Projects:									
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Jan-15	Feb-18
Project C	\$113.0	Jun-09	Oct-11	Jun-11	Oct-13	Mar-14	Jul-14	Oct-14	Oct-17
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Jan-16
Project C	\$75.6	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Dec-13	Mar-14	Mar-16
 I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Nov-15
Project C	\$69.5	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Nov-13	Dec-15
 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	\$81.0	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Sep-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	Jul-14	Dec-14	Apr-15	Jun-15	Aug-15	Aug-16
 I-5, SR-73 to El Toro Road	TBD	Sep-11	Jun-14	TBD	TBD	TBD	TBD	TBD	TBD
Project C & D	\$534.6	Oct-11	May-14	Jun-14	Jul-17	Jan-18	Feb-18	May-18	Jun-22
 I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Aug-14	Jul-17	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to SR-55	TBD	Sep-13	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project B	TBD	Dec-13	Aug-16	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	\$46.3	Jun-11	Mar-14	Jul-14	Mar-16	Jul-16	Sep-16	Nov-16	Nov-18
 I-5, Continuous HOV Lane Access	TBD	Jul-11	Mar-12	Feb-12	Jan-13	Apr-13	May-13	Aug-13	Dec-13
	\$7.7	Aug-11	Sep-14	Mar-12	Aug-15	Dec-15	Jan-16	Apr-16	May-17
 SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD	TBD	TBD	TBD	TBD
Project F	\$274.6	May-11	Oct-14	Dec-14	Oct-17	Apr-18	Jun-18	Aug-18	Aug-21
 SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Jan-15	Jun-17	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 Northbound (NB), Orangewood to Katella (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-15	Jun-17	TBD	TBD	TBD	TBD	TBD	TBD
 SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Jul-08	Nov-10	Mar-11	May-11	Aug-11	Sep-14
Project G	\$38.4	Apr-08	Nov-09	Aug-08	Dec-10	Apr-11	Jul-11	Oct-11	Sep-14
 SR-57 (NB), Katella to Lincoln (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	N/A	May-09	Jul-10	Nov-14	Dec-14	Mar-15	Mar-16
 SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05	Dec-07	Feb-08	Dec-09	Apr-10	Jun-10	Oct-10	Mar-14
Project G	\$56.9	Aug-05	Dec-07	Feb-08	Jul-09	Dec-09	May-10	Oct-10	Mar-14

Capital Action Plan

Status Through September 2013

















Updated: October 21, 2013

Capital Projects	Cost Budget/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
 SR-57 (NB), Yorba Linda to Lambert Project G	\$79.3 \$56.5	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	Jul-14 Dec-13
 SR-57 (NB), Orangethorpe to Lambert (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Sep-09	N/A Jun-14	N/A Aug-14	N/A Sep-14	N/A Dec-14	N/A Dec-15
 SR-57 (NB), Lambert to Tonner Canyon (Draft) Project G	TBD TBD	TBD Jun-16	TBD May-19	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1 \$68.3	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, SR-57 to SR-55 Project I	TBD TBD	Feb-14 Feb-14	Sep-16 Sep-16	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$47.4	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 \$81.5	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 Oct-14
 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
 I-405, Continuous HOV Lane Access Project J	TBD \$4.2	Jul-11 Aug-11	Apr-12 Jan-14	Mar-12 Mar-12	Jan-13 Oct-14	Apr-13 Feb-15	May-13 Mar-15	Aug-13 Jul-15	Nov-13 Jan-16
 I-405, I-5 to SR-55 (Draft) Project L	TBD TBD	TBD Oct-14	TBD Jun-17	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 I-405 Southbound, SR-133 to University Dr. (Draft) Project L	TBD TBD	TBD Nov-14	TBD Sep-15	TBD Feb-16	TBD Dec-16	TBD Mar-17	TBD Jun-17	TBD Aug-17	TBD Sep-18
 I-405, SR-55 to I-605 (Design-Build) Project K	TBD \$1,254.5	Mar-09 Mar-09	Mar-13 Oct-14	TBD Dec-13	TBD Sep-14	TBD Feb-15	TBD Feb-15	TBD Sep-15	TBD Nov-19
 I-405/SR-22 HOV Connector Project K	\$195.9 \$120.1	N/A N/A	N/A N/A	Sep-07 Sep-07	Sep-09 Jun-09	Mar-10 Sep-09	May-10 Feb-10	Aug-10 Jun-10	Aug-14 Feb-15
 I-405/I-605 HOV Connector Project K	\$260.4 \$169.4	N/A N/A	N/A N/A	Sep-07 Sep-07	Sep-09 Sep-09	Mar-10 Feb-10	May-10 May-10	Oct-10 Oct-10	Jan-15 Jan-15
 I-405/SR-22/I-605 HOV Connector (Landscape) Project K	N/A N/A	N/A N/A	N/A N/A	N/A Jun-08	N/A May-09	N/A Jun-15	N/A Aug-15	N/A Oct-15	N/A Nov-16

Capital Action Plan

Status Through September 2013

Updated: October 21, 2013

Capital Projects	Cost Budget/Forecast	Schedule Plan/Forecast								
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction	
	(millions)									
 I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
Project M	TBD	Feb-16	Jan-18	TBD	TBD	TBD	TBD	TBD	TBD	
Grade Separation Projects:										
 Sand Canyon Ave. Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14	
Project R	\$62.4	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Aug-14	
 Raymond Ave. Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Jul-18	
Project O	\$98.1	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Dec-13	Jul-18	
 State College Blvd. Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	Mar-18	
Project O	\$80.3	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Dec-13	Mar-18	
 Placentia Ave. Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14	
Project O	\$69.4	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Aug-14	
 Kraemer Blvd. Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14	
Project O	\$66.6	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Jul-14	
 Orangethorpe Ave. Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16	
Project O	\$110.5	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Sep-16	
 Tustin Ave./Rose Dr. Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16	
Project O	\$91.3	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	May-16	
 Lakeview Ave. Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17	
Project O	\$107.5	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Mar-17	
 Ball Rd. Grade Separation	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
Project R	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
 17th St. Grade Separation	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
Project R	TBD	TBD	TBD	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	
Project R	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11	
 San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14	
Project R	\$6.0	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Jan-14	
 San Juan Capistrano Passing Siding	TBD	Aug-11	Jan-13	TBD	TBD	TBD	TBD	TBD	TBD	
	\$26.9	Aug-11	Feb-14	Sep-14	Aug-15	Aug-15	Sep-15	Dec-15	Feb-18	
 Anaheim Rapid Connection	TBD	Jan-09	Oct-14	TBD	TBD	TBD	TBD	TBD	TBD	
Project S	TBD	Jan-09	Nov-14	TBD	TBD	TBD	TBD	TBD	TBD	
 Santa Ana/Garden Grove Fixed Guideway	TBD	Aug-09	Mar-12	TBD	TBD	TBD	TBD	TBD	TBD	

Capital Action Plan

Status Through September 2013

Updated: October 21, 2013

Capital Projects	Cost Budget/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
Project S	\$252.0	Aug-09	Feb-14	Sep-14	Sep-16	Dec-16	Dec-16	Mar-17	Apr-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Oct-08	Jan-11	Aug-12	Aug-12	Nov-12	Jan-15
	TBD	Jan-03	May-07	Oct-08	Feb-11	TBD	TBD	TBD	TBD
Orange Station Parking Expansion	TBD	Dec-09	Dec-12	Nov-10	Apr-13	TBD	TBD	TBD	TBD
	TBD	Dec-09	Oct-14	Nov-10	Mar-15	Mar-15	Mar-15	May-15	Sep-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
	\$4.3	Jul-07	Dec-07	Apr-12	Aug-12	Aug-12	Nov-12	Jan-13	Oct-13
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R & T	\$227.4	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Nov-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)

LOSSAN - Los Angeles - San Diego - San Luis Obispo

Capital Programs Division

Fiscal Year 2013-14 Performance Metrics Status Through September 2013

Begin Environmental

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, I-405 to SR-55			X						
SR-91, SR-57 to SR-55					X				
Total Forecast/Actual	0	0	1	0	1	0	0	0	2

Complete Environmental

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-405, Continuous HOV Lane Access			X						
I-5, SR-55 to SR-57					X				
San Juan Capistrano Passing Siding					X				
Santa Ana/Garden Grove Fixed-Guideway					X				
Orange Metrolink Station Parking Expansion					X				
I-5, SR-73 to El Toro Rd.							X		
I-405, Continuous HOV Lane Access							X		
Total Forecast/Actual	0	0	1	0	4	0	2	0	7

Begin Design

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, SR-73 to El Toro Rd.							X		
I-5, SR-55 to SR-57							X		
Total Forecast/Actual	0	0	0	0	0	0	2	0	2

Complete Design

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Pico to Vista Hermosa	X								
SR-57 (NB), Orangethorpe to Yorba Linda (Landscape)							X		
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	1	0	0	0	0	0	2	0	3

Construction Ready

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Raymond Ave. Grade Separation	X	✓							
I-5, Vista Hermosa to Pacific Coast Highway		✓	X						
I-5, Pico to Vista Hermosa					X				
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	1	2	1	0	1	0	1	0	4

Advertise Construction

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Raymond Ave. Grade Separation	X								
State College Blvd. Grade Separation (Fullerton)	X	✓							
I-5, Pacific Coast Highway to San Juan Creek Road	X	✓							
SR-91, SR-55 to SR-241 Landscape	X	✓							
Lakeview Ave. Grade Separation		✓	X						
I-5, Vista Hermosa to Pacific Coast Highway					X				
Orange Metrolink Station Parking Expansion							X		
Total Forecast/Actual	4	4	1	0	1	0	1	0	7

Capital Programs Division

Fiscal Year 2013-14 Performance Metrics Status Through September 2013

Award Contract

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
I-5, Pacific Coast Highway to San Juan Creek Road			X						
SR-91 (WB), Tustin Interchange to SR-55			X						
SR-91, SR-55 to SR-241 Landscape			X						
Raymond Ave. Grade Separation			X						
State College Blvd. Grade Separation (Fullerton)			X						
Lakeview Ave. Grade Separation					X				
I-5, Vista Hermosa to Pacific Coast Highway							X		
Total Forecast/Actual	0	0	5	0	1	0	1	1	7

Complete Construction

Project Description	FY 14 Qtr 1		FY 14 Qtr 2		FY 14 Qtr 3		FY 14 Qtr 4		FY 14
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot			X						
SR-57 (NB), Yorba Linda to Lambert			X						
SR-57 (NB), Orangethorpe to Yorba Linda					X				
San Clemente Beach Trail Safety Enhancements					X				
Total Forecast/Actual	0	0	2	0	2	0	0	0	4

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

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

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

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

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

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

Award Contract: The date the construction contract is awarded.

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

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

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

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

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

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

I-405 - San Diego Freeway (Interstate 405)

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

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

LOSSAN - Los Angeles - San Diego - San Luis Obispo

X = milestone forecast in quarter

✔ = milestone accomplished in quarter



November 25, 2013

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer

Subject: Public Hearing to Amend Orange County Local Transportation Authority Ordinance No. 3 to Modify Taxpayer Oversight Committee Membership Eligibility

Overview

On October 11, 2013, the Orange County Transportation Authority Board of Directors directed staff to schedule a public hearing for November 25, 2013 to consider an amendment to the Orange County Local Transportation Authority Ordinance No. 3 to modify the Taxpayer Oversight Committee membership eligibility requirements. The proposed amendment is now submitted for public input and formal approval.

Recommendation

Amend the Orange County Local Transportation Authority Ordinance No. 3 to modify the Taxpayer Oversight Committee membership eligibility.

Background

The Measure M Taxpayer Oversight Committee (TOC) is required by the Orange County Local Transportation Authority Ordinance No. 3 (M2 Ordinance). The TOC is an independent committee representing all five supervisorial districts in the County of Orange (County) that is responsible for overseeing compliance by the Orange County Transportation Authority with the provisions of M2 Ordinance.

As outlined in the M2 Ordinance, the TOC recruitment process is conducted by the Grand Jurors Association of Orange County (GJAOC). The GJAOC acts as an independent body serving the interest of County citizens. In its role, the GJAOC appoints a five-member Selection Panel (Panel) to conduct the recruitment process and recommend potential candidates for membership on the TOC.

According to the existing M2 Ordinance language, the Panel evaluates each potential candidate on the basis of the following criteria:

- Commitment and ability to participate in committee meetings;
- Demonstrated interest and history of participation in community activity, with special emphasis on transportation related activities; and
- Lack of conflicts of interest with respect to the allocation of revenues.

In addition, the M2 Ordinance eligibility language provides that currently elected or appointed officers of any public entity are ineligible to serve as a member of the TOC, except the Auditor-Controller.

Discussion

In an effort to avoid the potential of selecting TOC candidates with conflicts of interest, an amendment to the M2 Ordinance eligibility language is being proposed to specify that no person who has a financial conflict of interest with respect to the allocation of Measure M2 (M2) revenues will be eligible to be a member of the TOC. In addition, while currently elected or appointed officers can apply to serve on the TOC, the amendment adds language which will require them to complete an "Intent to Resign" form (Attachment A) as part of the application process. If selected to be a TOC member during the new member lottery, the elected or appointed officer would need to resign their current public entity office.

The proposed amendment would modify the language in the M2 Ordinance Section III.A.3 to read:

"The Panel shall solicit, collect, and review applications from potential candidates for membership on the Committee. No currently elected or appointed officer of any public entity ("Public Officer") will be eligible to serve as a Member except the Auditor-Controller, and a Public Officer shall complete an Intent to Resign form, which shall be provided as part of the application and submitted as part of the initial application process. Failure to submit an Intent to Resign form will deem such Public Officer ineligible for consideration to serve as a Member. In addition, a person who has a financial conflict of interest with regard to the allocation of Revenues will be deemed ineligible for consideration to serve as a Member." (Attachment B)

The proposed amendment would strengthen the selection process to ensure that the TOC can successfully fulfill its mission of independently monitoring the

expenditure of M2 revenues. A public hearing conducted by the Board of Directors (Board) regarding the amendment was noticed in accordance with M2 requirements through the Clerk of the Board's office (Attachment C). If the Board approves the amendment on November 25, 2013, it will become effective in 45 days, and a notification letter will be sent to local agencies (Attachment D).

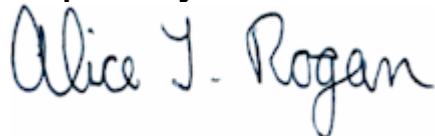
Summary

An amendment to the Orange County Local Transportation Authority Ordinance No. 3 is proposed. This amendment strengthens the eligibility and selection process for TOC members to prevent any person with a financial conflict of interest from serving as a member of the TOC. In addition, it will require currently elected or appointed officers who are applying to serve on the TOC to complete an "Intent to Resign" form as part of the application process. To complete the amendment process, the Board will seek comments from the public and act on the proposed amendment.

Attachments

- A. Intent to Resign
- B. Attachment C Taxpayer Oversight Committee
- C. Notice of Public Hearing
- D. Draft of Local Jurisdiction Amendment Notification Letter

Prepared by:



Alice T. Rogan
Strategic Communications Manager
714.560.5577

Approved by:



Ellen S. Burton
Executive Director, External Affairs
714.560.5923

INTENT TO RESIGN

I _____ am currently a public entity officer. The public entity is
NAME

_____ and my office is _____.
PUBLIC ENTITY CURRENT OFFICE

I agree that if I am appointed to be a member of the Measure M2 Taxpayer Oversight Committee (TOC) that I will resign my public entity office prior to accepting my appointment as a member of the TOC.

NAME

SIGNATURE

DATE

ATTACHMENT C

TAXPAYER OVERSIGHT COMMITTEE

I. PURPOSE AND ORGANIZATION. A Taxpayer Oversight Committee (“Committee”) is hereby established for the purpose of overseeing compliance with the Ordinance as specified in Section IV hereof. The Committee shall be organized and convened before any Revenues are collected or spent pursuant to the Ordinance.

II. COMMITTEE MEMBERSHIP. The Committee shall be governed by eleven members (“Member”). The composition of the Committee membership shall be subject to the following provisions.

A. Geographic Balance. The membership of the Committee shall be geographically balanced at all times as follows:

1. There shall be two Members appointed from each of the County’s supervisorial districts (individually, “District”); and
2. The Auditor-Controller shall be a Member and chairman (“Chair”) of the Committee.

B. Member Term. Each Member, except the Auditor-Controller and as provided in Section III B 2 below, shall be appointed for a term of three years; provided, however, that any Member appointed to replace a Member who has resigned or been removed shall serve only the balance of such Member’s unexpired term, and no person shall serve as a Member for a period in excess of six consecutive years.

C. Resignation. Any Member may, at any time, resign from the Committee upon written notice delivered to the Auditor-Controller. Acceptance of any public office, the filing of an intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the District shall constitute a Member’s automatic resignation.

D. Removal. Any Member who has three consecutive unexcused absences from meetings of the Committee shall be removed as a Member. An absence

1 from a Committee meeting shall be considered unexcused unless, prior to or after such
2 absence (i) the Member submits to each of the other Members a written request to excuse
3 such absence, which request shall state the reason for such absence and any special
4 circumstances existing with respect to such absence; and (ii) a majority of the other
5 Members agree to excuse such absence.

6 E. Reappointment. Any former Member may be reappointed.

7 III. APPOINTMENT OF MEMBERS.

8 A. Membership Recommendation Panel.

9 1. The Authority shall contract with the Orange County Grand
10 Jurors' Association for the formation of a committee membership recommendation panel
11 ("Panel") to perform the duties set forth in this subsection III A. If the Orange County Grand
12 Jurors' Association refuses or fails to act in such capacity, the Authority shall contract with
13 another independent organization selected by the Authority for the formation of the Panel.

14 2. The Panel shall have five members who shall screen and
15 recommend potential candidates for Committee membership.

16 3. The Panel shall solicit, collect and review applications from
17 potential candidates for membership on the Committee. No currently elected or appointed
18 officer of any public entity ("Public Officer") will be eligible to serve as a Member, except the
19 Auditor-Controller, and a Public Officer shall complete an Intent to Resign form, which shall
20 be provided as part of the application and submitted as part of the initial application
21 process. Failure to submit an Intent to Resign form will deem such Public Officer ineligible
22 for consideration to serve as a Member. In addition, a person who has a financial conflict
23 of interest with regard to the allocation of Revenues will be deemed ineligible for
24 consideration to serve as a Member." A Member shall reside within the District the Member
25 is appointed to represent. Subject to the foregoing restrictions, the Panel shall evaluate
26 each potential candidate on the basis of the following criteria:

27 a. Commitment and ability to participate in Committee
28 meetings;

1 b. Demonstrated interest and history of participation in
2 community activities, with special emphasis on transportation-related activities; and

3 c. Lack of conflicts of interest with respect to the allocation
4 of Revenues.

5 4. For initial membership on the Committee, the Panel shall
6 recommend to the Authority at least five candidates from each of the two Districts that are
7 represented by one member on the Ordinance No. 2, Citizens Oversight Committee
8 (“COC”) as of the date the Authority appoints the initial Members. Thereafter, the Panel
9 shall recommend to the Authority at least five candidates for filing each vacancy on the
10 Committee.

11 B. Initial Members.

12 1. The COC members, as of the date the Authority appoints the
13 initial Members of the Committee, shall be appointed as initial Members of the Committee.
14 These Members shall each serve until each of their respective terms as a member of the
15 COC expires.

16 2. Two additional initial Members shall be appointed. The
17 Authority shall place the names of the candidates recommended by the Panel on equally-
18 sized cards which shall be deposited randomly in a container. In public session, the
19 Chairman of the Authority will draw a sufficient number of names from said container to
20 allocate Committee membership in accordance with the membership requirements and
21 restrictions set forth in Section II hereof. The first person whose name is drawn shall be
22 appointed to serve a term of three years. Thereafter, the person whose name is drawn
23 who is not from the same District as the first person whose name is drawn shall be
24 appointed to serve a term of two years.

25 C. Member Vacancy. A member vacancy, however caused, shall be
26 filled by the Authority. A Member shall be appointed on or about July 1 to replace a
27 Member whose term has expired. A Member may be appointed at any time as necessary
28 to replace a Member who has resigned or been removed. The Authority shall place the

1 names of the candidates recommended by the Panel for the appointment on equally-sized
2 cards which shall be deposited randomly in a container. In a public session, the Chairman
3 of the Authority will draw one name from said container for each vacancy on the
4 Committee. The person whose name is so drawn shall be appointed by the Authority to fill
5 the vacancy.

6 IV. DUTIES AND RESPONSIBILITIES. The Committee is hereby charged
7 with the following duties and responsibilities:

8 A. The initial Members shall convene to adopt such procedural rules and
9 regulations as are necessary to govern the conduct of Committee meetings, including, but
10 not limited to, those governing the calling, noticing and location of Committee meetings, as
11 well as Committee quorum requirements and voting procedures. The Committee may
12 select its own officers, including, but not limited to, a Committee co-chair who will be the
13 primary spokesperson for the Committee.

14 B. The Committee shall approve, by a vote of not less than two thirds of
15 all Committee members, any amendment to the Plan proposed by the Authority which
16 changes the funding categories, programs or projects identified on page 31 of the Plan.

17 C. The Committee shall receive and review the following documents
18 submitted by each Eligible Jurisdiction:

- 19 1. Congestion Management Program;
- 20 2. Mitigation Fee Program;
- 21 3. Expenditure Report;
- 22 4. Local Traffic Signal Synchronization Plan; and
- 23 5. Pavement Management Plan.

24 D. The Committee shall review yearly audits and hold an annual public
25 hearing to determine whether the Authority is proceeding in accordance with the Plan. The
26 Chair shall annually certify whether the Revenues have been spent in compliance with the
27 Plan. In addition, the Committee may issue reports, from time to time, on the progress of
28 the transportation projects described in the Plan.

1 E. The Committee shall receive and review the performance assessment
2 conducted by the Authority at least once every three years to review the performance of the
3 Authority in carrying out the purposes of the Ordinance.

4 F. Except as otherwise provided by the Ordinance, the Committee may
5 contract, through the Authority, for independent analysis or examination of issues within the
6 Committee's purview or for other assistance as it determines to be necessary.

7 G. The Committee may submit a written request to the Authority to explain
8 any perceived deviations from the Plan. The Authority's Chair must respond to such
9 request, in writing, within sixty days after receipt of the same.

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

NOTICE OF PUBLIC HEARING

Orange County Transportation Authority
Amendment of the Orange County Local Transportation Authority Ordinance No. 3
Modification of Taxpayer Oversight Committee Membership Eligibility

NOTICE IS HEREBY GIVEN that the Orange County Transportation Authority (OCTA) Board of Directors (Board) will hold a public hearing at 600 South Main Street, Room 154, Orange, California, at their regular meeting at 9:00 a.m. on November 25, 2013. It is recommended that the language in Orange County Local Transportation Authority Ordinance No. 3, Attachment C, Section III.A.3 be modified to strengthen the Measure M Taxpayers Oversight Committee selection process to avoid financial conflicts of interest. A copy of the proposed M2 Ordinance amendment is available at the Orange County Transportation Authority's Headquarters, 600 South Main Street, Orange, California, for public review upon request.

All interested parties are invited to attend the public hearing and to submit, verbally or in writing, comments with respect to the recommendation. 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, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Written comments may be addressed to the Clerk of the Board:

Wendy Knowles
Clerk of the Board
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Telephone (714) 560-5676

ATTACHMENT D

November 25, 2013

The Honorable Name
Address
City, State ZIP

Dear Mayor Name:

On November 25, 2013, the Orange County Transportation Authority (OCTA) Board of Directors (Board) held a public hearing and approved an amendment to the Measure M2 Ordinance, Attachment C – Taxpayer Oversight Committee.

The amendment modifies Measure M2 Ordinance language in order to strengthen the Taxpayer Oversight Committee new member selection process and eligibility criteria to avoid financial conflicts of interest. The following language will be added to the Measure M2 Ordinance: No currently elected or appointed officer of any public entity (“Public Officer”) will be eligible to serve as a Member except the Auditor-Controller, and a Public Officer shall complete an Intent to Resign form, which shall be provided as part of the application and submitted as part of the initial application process. Failure to submit an Intent to Resign form will deem such Public Officer ineligible for consideration to serve as a Member. In addition, a person who has a financial conflict of interest with regard to the allocation of Revenues will be deemed ineligible for consideration to serve as a Member.

In accordance with the Measure M2 Ordinance, the OCTA Board held a public hearing and approved this amendment on November 25, 2013. The amendment will become effective 45 days after approval – on January 9, 2014.

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

The Honorable Name
November 25, 2013
Page 2

Should your agency have any questions on the amendment, please contact Alice Rogan, Strategic Communications Manager at (714) 560-5577.

Sincerely,

Gregory T. Winterbottom
Chairman

GTW:ar
Attachment

c: OCTA Board of Directors
OCTA Executive Staff
City Councils
City Managers
TOC Members
Grand Jurors Association of Orange County

DRAFT



November 25, 2013

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

Overview

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

Recommendation

Receive and file as an information item.

Background

Local Transportation Ordinance No. 2 (Measure M1 [M1]) and the Traffic Improvement and Growth Management Plan became effective on April 1, 1991, following approval of a ballot measure in November 1990. Over the 20-year period in which M1 was in effect, the Orange County Transportation Authority (OCTA) received approximately \$4 billion in sales tax revenue available for projects described in the M1 Plan. Through effective project management, strategic use of bonding, and acquisition of state and federal funds, OCTA successfully fulfilled its promise to voters. OCTA managed to complete an additional freeway project and has a small remaining balance of funds.

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

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

Discussion

M1 net sales tax revenues continue to be monitored, with the final amount 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 \$91.3 million. Approximately \$11.2 million of this balance is from the freeway program, another \$1.1 million is from the streets and roads program, and \$79 million is from the transit program.

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

Use of the funds is tracked similarly to grants to ensure that funds are used only for M1-intended projects. The latest M1 schedule of revenues and expenditures summary report, as of September 30, 2013, is included as Attachment B. The numbers included in this report have additional assumptions based on oversight costs, anticipated project progress, sale of excess property, and potential increases or decreases in scope and schedule. Additionally, the forecast of M1 net tax revenues includes future interest earnings on a diminishing fund balance while allowing for ongoing program administration costs, quarterly reporting, annual financial reports, and oversight and audit functions.

Summary

Measure M1 has concluded and fulfilled the promise of congestion relief to the voters. Remaining fund balances are being finalized, and actions for closing out the program continue. The plan is to use the available balances to advance Measure M2 freeway and streets and roads, 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

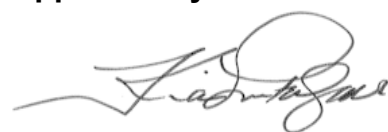
- A. Measure M1 Closeout and Quarterly Update
- B. Measure M1 – Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2013

Prepared by:



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

Approved by:



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

Measure M1 Closeout and Quarterly Update

Interest Earnings on Funds During Closeout Phase

Measure M (M1) funds continue to earn interest until fully expended; something that will continue to occur over the next couple of years, currently estimated to be through fiscal year 2014-15. The amount of interest earned will decrease each year as remaining payments are made. Interest earned on the M1 fund balance is M1 revenue and will continue to be managed according to the formula set forth in the M1 Ordinance. The interest earned, in excess of administrative costs, will be distributed to the four M1 categories on the following ordinance-required percentage basis: freeways – 43 percent; regional streets and roads – 11 percent; local streets and roads – 21 percent; and transit – 25 percent.

Freeways

On March 14, 2011, the Board of Directors (Board) approved a plan to use the balance of M1 freeway funds for portions of Measure M2's (M2) Project C – widening of Interstate 5 (I-5) between Avenida Pico and Pacific Coast Highway, and Project G – widening of State Route 57 between Katella Avenue and Lincoln Avenue. The Board subsequently deferred immediate use of the funds for M2 projects as a hedge against uncertainty of the state's ability to meet the cash flow needs of the West County Connectors (WCC) Project, which relies on state bonds for construction. In 2011, the state implemented a process to meet the cash flow requirements of bond-funded projects and as such, in 2012, \$15 million of the \$27.9 million remaining balance was allocated to M2 – Project C, as authorized by the Board.

For the past several quarters, staff has been reporting a remaining M1 freeway balance of \$12.9 million. This quarter, on September 23, 2013, the Board approved \$1.7 million from the M1 freeway balance to be transferred to the WCC Project to fund an additional soundwall. The current remaining M1 freeway balance is now \$11.2 million, and this amount includes anticipated proceeds from the sale of eight excess parcels along the I-5 in the cities of Anaheim and Buena Park. Also, this quarter, the Orange County Transportation Authority (OCTA) finalized the sale on one of the eight parcels with the City of Buena Park. No immediate allocation of these funds is anticipated due to the timing for receipt of the remaining right-of-way (ROW) sales proceeds, as well as potential construction risks on the WCC Project. A summary of activities on the WCC Project as well as the I-5 Gateway Project during this period include:

WCC Project – OCTA and the California Department of Transportation (Caltrans) are well underway with construction on the WCC Project to link high-occupancy vehicle lanes (HOV)/carpool lanes on Interstate 405 (I-405) with those on State Route 22 (SR-22) and Interstate 605 (I-605) to create a seamless HOV connection among the three freeways. The construction is divided into two segments.

On the east segment, the new southbound I-405 to the eastbound SR-22 connector was completed in early August 2013. The demolition of the old connector was completed in mid-August 2013, which was well publicized and coordinated with the public as the "Bridge Bash." Pile driving for the new SR-22/I-405 HOV connector is scheduled to be completed in late 2013. Construction of the east segment is anticipated to be completed in late 2014.

On the west segment, the reconstruction of the west half of the Seal Beach Boulevard bridge over the I-405 was completed in mid-September 2013. Pile driving and bridge abutment work will begin on the east half of the bridge in October 2013. On the new I-405/I-605 HOV connector, the bridge columns are complete and concrete pours on the new bridge structure are well underway. The eastbound SR-22 to northbound I-405 connector bridge is scheduled to be completed in late October 2013. Construction of the College Park West soundwall is scheduled to begin in December 2013. The west segment is scheduled to be completed in early 2015.

Funded almost entirely with federal and state funds, the WCC Project has \$10 million of M1 funds allocated to the project to cover construction elements not eligible for federal funding. Currently, all of the \$10 million has been designated for specific items. Additionally, on September 23, 2013, the Board approved an additional \$1.74 million of the M1 Freeway Program unprogrammed balance to be used to fund the cost of an additional soundwall in the College Park West project area.

I-5 Gateway Project – Administrative coordination is ongoing, with various utility companies to close out utility agreements and Caltrans to close out the maintenance responsibility for the Orange County gateway monument. Construction activity this quarter is for landscape plant establishment maintenance, which will continue until April 2015.

Streets and Roads

On November 23, 2009, the Board approved the use of M1 streets and roads funds to be used towards a future M2 call for projects. The remaining balance of M1 regional and local streets and roads funds is estimated to be \$1.1 million. This increased from the \$425,000 reported last quarter as a result of project savings received this quarter. The remaining \$1.1 million balance will be applied towards streets and roads projects awarded under the Combined Transportation Funding Program (CTFP). An update on streets and roads activities this quarter is included below.

Substantial funding to cities and the County was provided by the various programs within the M1 local and regional streets and roads programs through OCTA's CTFP. Funds were awarded on a competitive basis within the guidelines of each program and are being used to fund a wide range of transportation projects. Since June 2013, the CTFP provided more than \$2.7 million in payments towards streets and roads projects throughout the County and closed out 16 project phases. The result of issuing final payments in the amount of \$2.7 million is the complete closeout of project allocations valued at \$6.7 million.

The current status of the program (as of September 30, 2013) is reflected in the table below. Of the \$678.2 million in total project allocations, there is a remaining balance of \$45.1 million in outstanding payments to open projects. Staff anticipates completion of the M1 competitive program by the end of 2014.

Status	Definition	Allocations* (in millions)
Completed	Project work is complete, final report is filed, approved, and the final payment has been made	\$ 565.5
Pending	Project work has been completed and only final report submittal/approval is pending	\$ 64.3
Started	Project has begun and the funds have been obligated	\$ 48.4
	Total Project Allocations	\$ 678.2

* Includes semi-annual review adjustments through September 30, 2013

Transit

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

Consistent with prior Board action on November 25, 2005, the M1 transit category balance will be transferred into the CURE account. The current M1 transit balance is estimated to be \$79 million. Additional M1 funding for a CURE transfer may be identified once the remaining active contracts are finalized and closed. The balance will remain in M1 transit projects until such time. All projects are anticipated to be completed by June 2015. The Transit Program continues, with significant progress in the various programs. These include:

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

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center. Construction activities this quarter included grading for two of the three parking lots, along with the installation of underground electrical conduit, installation of curb and gutter work and light pole bases in one of the lots; placing concrete floor at the Main Terminal and erecting structural steel and stairs, installation of metal deck work at the Concourse bridge, installation of pre-cast concrete

for the pedestrian and baggage tunnels, installation of waterproofing at the rail ROW, and fabricating structural steel for the rail bridge.

On September 9, 2013, the Federal Railroad Administration notified the City of Anaheim that the passenger platform must be 15 inches above top of rail and 5'-5" from track centerline to face of platform, and this requires a design change to comply. Construction is on schedule and is anticipated to be complete by late 2014.

OCTA is the lead for a parking lot expansion project at the Laguna Niguel/Mission Viejo Metrolink Station on OCTA-owned land. Construction began on the project in April 2013, which will add a surface parking lot with 176 spaces. The new parking lot will be adjacent to the existing 284 spaces at the station, for a total of 460 parking spaces. Construction is 97 percent complete and is scheduled to be completed in October 2013. Additionally, to address an issue at the station with unreliable elevators for passenger access, OCTA is adding new ramps at the station that will utilize the existing pedestrian underpass and provide Americans with Disabilities Act (ADA) compliant ramps to access each side of the station platforms. The project will remove the existing elevators and reuse the elevator shafts to create an ADA compliant unisex restroom, vending space for snacks and drinks, and storage space for city maintenance. Design is underway, nearing 30 percent completion. The design is scheduled to be completed in August 2014.

The City of Orange is the lead on a parking expansion project to add a parking structure to an existing surface parking lot located on Lemon Street, between Chapman Avenue and Maple Street. The design of the five-level parking structure is expected to be completed in early 2015. The City of Orange is currently in the environmental phase, and schematic plans have been completed. Total construction costs are estimated to be \$20.4 million. OCTA staff will take a cooperative agreement to the Board in November to determine roles, responsibilities, and funding commitment. It's estimated that OCTA's participation in construction funding will be \$16.7 million and the City of Orange's \$3.7 million.

The City of Fullerton is the lead on a project that will upgrade the elevators at the Fullerton Transportation Center. This project will add two new elevator towers at the existing pedestrian overpass. The funding for the project is from bid savings on the parking structure project and is estimated to be \$3.43 million. Plans have been completed and the project is expected to go to bid in November 2013 and be completed in May 2015.

City-Initiated Transit Extensions to Metrolink

Project development continued with the two Board-approved Go Local fixed-guideway projects, one in the City of Anaheim, and the other in the cities of Santa Ana and Garden Grove. OCTA initiated work on the development of draft policy guidelines for the implementation of the fixed-guideway projects as it relates to governance structure and funding strategy. These policy considerations will be presented to the Board in early 2014. For a detailed summary of the two project activities, refer to the M2 quarterly report.

Schedule 1

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of September 30, 2013

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2013	Year to Date Sept 30, 2013	Period from Inception through Sept 30, 2013
	(A)	(B)	
Revenues:			
Sales taxes	\$ -	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs:			
Project related	637	637	578,543
Non-project related	-	-	620
Interest:			
Operating:			
Project related	-	-	1,745
Non-project related	418	418	268,498
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	99	99	6,365
Proceeds on sale of assets held for resale	2,256	2,256	26,830
Miscellaneous:			
Project related	-	-	26
Non-project related	-	-	776
Total revenues	<u>3,410</u>	<u>3,410</u>	<u>5,310,270</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	-	-	56,883
Professional services:			
Project related	68	68	206,928
Non-project related	-	-	35,643
Administration costs:			
Project related	231	231	23,570
Non-project related	335	335	95,724
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	10	10	2,080
Non-project related	2	2	15,962
Payments to local agencies:			
Turnback	-	-	594,009
Other	760	760	938,445
Capital outlay	15	15	2,092,041
Debt service:			
Principal payments on long-term debt	-	-	1,003,955
Interest on long-term debt and commercial paper	-	-	561,842
Total expenditures	<u>1,421</u>	<u>1,421</u>	<u>5,705,700</u>
Excess (deficiency) of revenues over (under) expenditures	<u>1,989</u>	<u>1,989</u>	<u>(395,430)</u>
Other financing sources (uses):			
Transfers out:			
Project related	(17,750)	(17,750)	(406,433)
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>(17,750)</u>	<u>(17,750)</u>	<u>606,418</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (15,761)</u>	<u>\$ (15,761)</u>	<u>\$ 210,988</u>

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of September 30, 2013

(\$ in thousands)	Quarter Ended Sept 30, 2013 (actual)	Year Ended Sept 30, 2013 (actual) (C.1)	Period from Inception through Sept 30, 2013 (actual) (D.1)	Period from October 1, 2013 forward (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ -	\$ -	\$ 4,003,972	\$ -	\$ 4,003,972
Other agencies' share of Measure M1 costs	-	-	620	-	620
Operating interest	418	418	268,498	2,670	271,168
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	776	-	776
Total tax revenues	418	418	4,294,549	2,670	4,297,219
Administrative expenditures:					
SBOE fees	-	-	56,883	-	56,883
Professional services, non-project related	-	-	26,782	-	26,782
Administration costs, non-project related	335	335	95,724	3,365	99,089
Transfers out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	2	2	6,862	-	6,862
Total administrative expenditures	337	337	221,159	3,365	224,524
Net tax revenues	\$ 81	\$ 81	\$ 4,073,390	\$ (695)	\$ 4,072,695
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	-	-	1,415,777	-	1,415,777
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	-	-	1,786,445	-	1,786,445
Net bond revenues (debt service)	\$ -	\$ -	\$ (370,668)	\$ -	\$ (370,668)

Measure M1
Schedule of Revenues and Expenditures Summary
as of September 30, 2013

Project Description (G)	Net Tax Revenues Program to Date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est. at Completion (L)	Variance Project Budget to Est. at Completion (M)	Expenditures Through Sept 30, 2013 (N)	Reimbursements Through Sept 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)										
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,194	\$ 982,027	\$ 810,010	\$ 789,022	\$ 193,005	\$ 20,988	\$ 879,921	\$ 87,981	\$ 791,940	97.8%
I-5 between I-5/I-405 Interchange and San Clemente	68,740	68,729	72,862	74,962	(6,233)	(2,100)	70,294	10,358	59,936	82.3%
I-5/I-405 Interchange	87,247	87,233	72,802	73,075	(273)	(4,838)	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,165	58,155	44,511	49,349	8,806	(4,838)	55,514	6,172	49,342	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,082	29,078	24,128	22,758	6,320	1,370	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,583	125,562	116,136	105,389	20,173	10,747	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,545	400,477	313,297	310,943	89,534	2,354	658,379	345,915	312,464	99.7%
Net (Bond Revenue)/Debt Service	1,751,556	1,751,261	1,453,746	1,425,498	325,763	28,248	1,911,877	496,973	1,414,904	
Total Freeways	\$ 1,751,556	\$ 1,751,261	\$ 1,765,663	\$ 1,737,415	\$ 13,846	\$ 28,248	\$ 2,223,794	\$ 486,973	\$ 1,728,821	44.7%
Regional Street and Road Projects (11%)										
Smart Streets	\$ 153,625	\$ 153,599	\$ 151,190	\$ 151,190	\$ 2,409	\$ -	\$ 157,516	\$ 11,939	\$ 145,577	96.3%
Regionally Significant Interchanges	89,615	89,599	89,599	89,599	-	-	83,826	146	83,680	93.4%
Intersection Improvement Program	128,021	127,999	127,999	127,999	-	-	114,840	3,720	111,120	86.8%
Traffic Signal Coordination	64,010	63,999	63,999	63,999	-	-	67,256	3,747	63,509	99.2%
Transportation Systems Management and Transportation Demand Management	12,802	12,800	12,800	12,800	-	-	11,277	149	11,128	86.9%
Net (Bond Revenue)/Debt Service	448,073	447,996	445,587	445,587	2,409	-	434,715	19,701	415,014	
Total Regional Street and Road Projects	\$ 448,073	\$ 447,996	\$ 447,996	\$ 447,996	\$ -	\$ -	\$ 437,124	\$ 19,701	\$ 417,423	10.8%

Measure M1
Schedule of Revenues and Expenditures Summary
as of September 30, 2013

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Sept 30, 2013 (N)	Reimbursements through Sept 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)										
Master Plan of Arterial Highway Improvements	\$ 160,697	\$ 160,653	\$ 160,653	\$ 160,653	\$ -	\$ -	\$ 147,665	\$ 99	\$ 147,566	91.9%
Streets and Roads Maintenance and Road Improvements	594,715	594,613	594,613	594,613	-	-	594,025	-	594,025	99.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	95,091	431	94,660	94.7%
Subtotal Projects	855,412	855,266	855,266	855,266	-	-	836,781	530	836,251	
Net (Bond Revenue)/Debt Service	-	-	-	-	-	-	-	-	-	
Total Local Street and Road Projects	\$ 855,412	\$ 855,266	\$ 855,266	\$ 855,266	\$ -	\$ -	\$ 836,781	\$ 530	\$ 836,251	21.7%
Transit Projects (25%)										
Pacific Electric Right-of-Way	\$ 19,710	\$ 19,707	\$ 15,000	\$ 14,000	\$ 5,707	\$ 1,000	\$ 17,478	\$ 3,337	\$ 14,141	94.3%
Commuter Rail	367,629	367,562	367,562	337,562	30,000	30,000	411,438	60,805	350,633	95.4%
High-Technology Advanced Rail Transit	446,759	446,683	446,683	440,688	5,995	5,995	467,801	153,661	314,140	70.3%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	20,000	-	20,000	100.0%
Transitways	164,250	164,222	146,381	126,625	37,597	19,756	163,416	36,765	126,651	86.5%
Subtotal Projects	1,018,348	1,018,174	995,626	938,875	79,299	56,751	1,080,133	254,568	825,565	
Net (Bond Revenue)/Debt Service	-	-	56,342	56,342	(56,342)	-	56,342	-	56,342	
Total Transit Projects	\$ 1,018,348	\$ 1,018,174	\$ 1,051,968	\$ 995,217	\$ 22,957	\$ 56,751	\$ 1,136,475	\$ 254,568	\$ 881,907	22.8%
Total Measure M1 Program										
	\$ 4,073,389	\$ 4,072,697	\$ 4,120,893	\$ 4,035,894	\$ 36,803	\$ 84,999	\$ 4,634,174	\$ 771,772	\$ 3,862,402	



November 25, 2013

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

Overview

Staff has prepared a Measure M2 progress report for the period of July 2013 through September 2013 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, 69.7 percent of Orange County voters approved the renewal of the Measure M Plan (Plan) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as an operating ordinance which defines all the requirements for implementing the Plan. The ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring OCTA's contract with the voters is followed.

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

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of July 1, 2013 through September 30, 2013 (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, and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception to September 2013.

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

Quarter Highlights

- The Environmental Assessment for Project C and part of Project D (Interstate 5 between State Route 73 and El Toro Road) was approved by the California Department of Transportation, and the draft environmental document was released for a 30-day public review period. A hearing was held on September 25, 2013, where over 80 residents and stakeholders attended.
- For Project K (Interstate 405 between State Route 55 and Interstate 605), staff further discussed existing alternatives: Concept A (two general purpose lanes in each direction, plus conversion of the existing high-occupancy vehicle (HOV) lane to a high-occupancy toll/express lane in each direction), and Concept B (two general purpose lanes in each direction, but truncating the second general purpose lane in the northbound direction at Valley View Street), and presented analysis findings of the new concepts to the Board on September 23, 2013. The Board directed staff to eliminate further study of Concept B and to examine options for addressing HOV degradation, analyze tolling policies, as well as the use of potential excess toll revenue for use in improving public transportation in and near the project boundaries
- On July 8, 2013, OCTA staff presented the OC Bridges Railroad Grade Separation Program Budget Update to the Board. The Board approved OCTA staff's recommendation to return to the Board with an amended funding plan to support the revised estimated cost to complete the OC Bridges Railroad Grade Separation Program.
- On August 12, 2013, the Board authorized staff to issue the 2014 Regional Capacity Program Call for Projects (call), with approximately \$35 million in funding available for programming. During the month of September, training sessions and one-on-one meetings

were held with local agencies to assist the agencies in developing and submitting project applications. Applications are due October 25, 2013.

- A fourth call for fiscal year 2013-14 was released for Project P (Regional Traffic Signal Synchronization Program) on August 25, 2013. This fourth call will provide \$12 million toward improving traffic flow on city streets by synchronizing signals and improving roadways.
- The second Tier 2 call for projects for Project X (Environmental Cleanup) concluded on September 20, 2013. The Board also approved the funding recommendation for the third Tier 1 call for projects on September 23, 2013, in the amount of \$2.83 million.
- The two fixed-guideway projects continue to make progress. The City of Anaheim presented a summary of completed Anaheim Rapid Connection (ARC) Project milestones on July 8, 2013. The Board approved the ARC Project to advance into the next project phase, which is the completion of draft environmental documents of the locally preferred streetcar alternative. On July 23, 2013, the Santa Ana City Council held a meeting to confirm its support of the Santa Ana-Garden Grove fixed-guideway project. On September 5, 2013, OCTA and the Santa Ana/Garden Grove project team held a conference call with the Federal Transit Administration and the State Historic Preservation Officer (SHPO) to discuss comments received from the SHPO on the project's Cultural Resources Evaluation Report.
- In July, the cities of Aliso Viejo, Dana Point, and San Juan Capistrano joined the Senior Mobility Program, bringing the total number of participating cities to 29.
- At the one-year mark since the Board adoption of the M2020 Plan, staff reviewed the Plan to ensure that it was still deliverable. The M2020 Plan review findings were presented to the Board on September 9, 2013. The review concluded that although the program remains tight, it is still deliverable as adopted.
- The M2 Organizational Readiness Assessment to ensure OCTA's success in delivering the M2020 Plan is being finalized. A staff report highlighting the findings along with proposed actions is being prepared. Staff will present to the Board in November.

- The 12 findings presented to the Board in April from the second M2 Performance Assessment, covering the time period of July 1, 2009 through June 30, 2012, are either complete or are currently being implemented. All findings will be addressed by the end of next quarter and staff will bring a final staff report showing resolution of all 12 findings to the Board in early 2014.

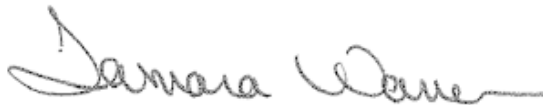
Summary

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

Attachment

- A. Measure M2 Progress Report – First Quarter of Fiscal Year 2013-14 – July 1, 2013 through September 30, 2013

Prepared by:



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

Approved by:



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

Fourth Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary



Measure M2

Progress Report

First Quarter of Fiscal Year 2013-14
July 1, 2013 through September 30, 2013



Measure M2

Progress Report



PROGRESS REPORT

SUMMARY



As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from July 1, 2013 through September 30, 2013, 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

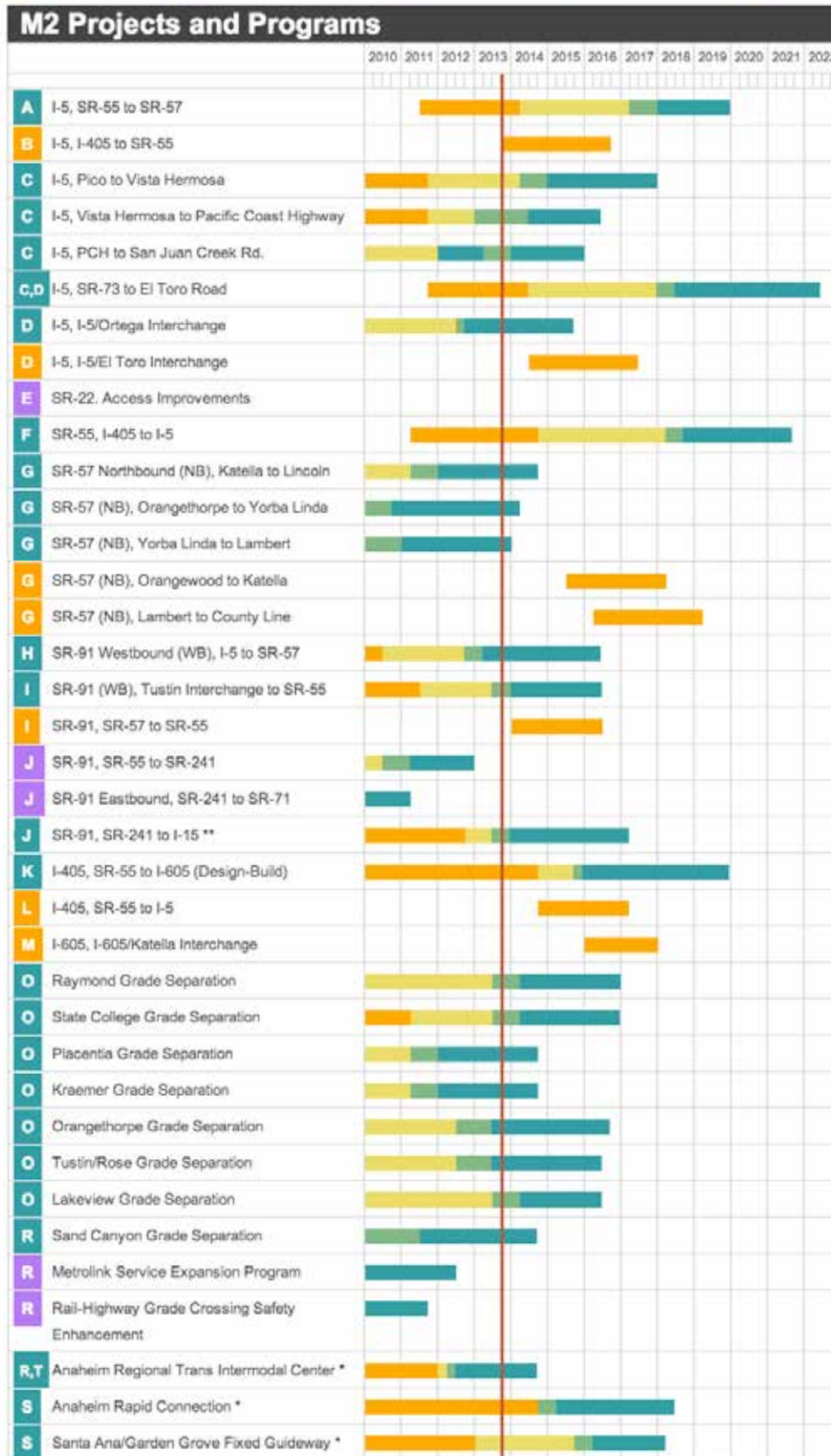
Progress Report



SECTION	PROJECT	PAGE
M2020 Plan Update		1
Freeway Program (Projects A-N)		6
Interstate 5 (I-5) Projects	[A - D]	6
State Route 22 (SR-22) Projects	[E]	8
State Route 55 (SR-55) Projects	[F]	8
State Route 57 (SR-57) Projects	[G]	9
State Route 91 (SR-91) Projects	[H - J]	9
Interstate 405 (I-405) Projects	[K - L]	10
Interstate 605 (I-605) Projects	[M]	12
Freeway Service Patrol	[N]	12
Streets and Roads (Project O, P and Q)		13
Regional Capacity Program	[O]	13
Regional Traffic Signal Synchronization	[P]	15
Local Fair Share Program	[Q]	15
Transit Programs (Projects R, S, T, U, V and W)		16
High Frequency Metrolink Service	[R]	16
Transit Extensions to Metrolink	[S]	16
Regional Gateways for High-Speed Rail	[T]	18
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	18
Community Based Transit / Circulators	[V]	19
Safe Transit Stops	[W]	19
Environmental (Project X and Freeway Mitigation Program)		20
Environmental Cleanup	[X]	20
Freeway Mitigation Program (part of Projects A - M)		20
Program Management Office		22
M2 Financing and Schedule of Funding		24
M2 Local Funding by Agency		25
Capital Action Status		31



Project Schedules



* Projects managed by local agencies

** Project managed and funded by Riverside County Transportation Commission (RCTC)

Project S Schedule is subject to Board direction and approved funding



M2020 UPDATE

M2020 Plan

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

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

Progress Update

The M2020 Plan identified 14 objectives. Significant progress has been made, with many projects advancing to construction.

Although funded separately, the M2020 Plan also includes a provision for issuing bicycle and pedestrian calls for projects, contingent on available Congestion Mitigation Air Quality (CMAQ) funds. Two calls have been held to date. The first call on August 13, 2012, provided \$9.4 million in funding for 23 projects. On August 12, 2013, the Board approved to release the BCIP 2014 call providing up to \$4.3 million in funding. Approval of projects is expected in January 2014.

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.

Two of the 14 projects are already complete; this includes two segments of Project J (SR-91) between SR-55 and SR-241 and between SR-241 and SR-71, and Project E (SR-22 Access Improvements). Additionally, five projects are currently in construction, three on SR-57 (see timeline on previous page), one on the I-5 at Ortega Highway, and one on SR-91 between I-5 and SR-57. All 14 projects will either be in construction or complete by 2020 as planned.

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

One of the nine projects (SR-91 between SR-241 and SR-71) is already cleared environmentally through RCTC's Corridor Improvement Program. The environmental phase for Project B (I-5, SR-55 to SR-133) is scheduled to begin in December 2013. Additionally, four more projects are anticipated to begin the environmental phase in 2014. As planned, all nine projects will complete the environmental phase by 2020.

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

To date, nearly \$2 million in projects are complete, with more than \$30 million currently in construction, as well as significant portions of the \$455 million committed to the OC Bridges grade separation projects currently in construction. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, approximately \$89 million of Local Fair Share funds (Project Q) has already been distributed to local agencies, with approximately \$50 million expected to be distributed yearly through 2020.



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

Through the three M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. A fourth call for projects totaling \$12 million was released on August 25, 2013 with the deadline for applications on October 25, 2013. It is anticipated that over the next three years, more than half of the 2,000 signals will be synchronized. These are in addition to the 829 signals already synchronized to date. All 2,000 signals will be synchronized as planned by 2020.

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

Although well underway before the M2020 Plan was adopted, part of Project R (Metrolink Grade Crossing Improvements) was completed as part of the Metrolink Service Expansion Plan (MSEP). This enhanced 52 Orange County rail-highway grade crossings with safety improvements, whereby the cities of Anaheim, Tustin, Orange, Santa Ana, Irvine, and San Clemente established quiet zones at respective crossings. Additionally, OCTA is reviewing plans to determine the best approach for peak capacity service expansion. This includes a determination on how to re-deploy a number of the trains for improved service results.

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

Part of OCTA's re-deployment consideration (as mentioned above) involves possible options to provide new trips from Orange County to Los Angeles and San Diego counties, contingent on available funding and cooperation with involved counties. OCTA is currently working with Burlington Northern Santa Fe (BNSF) and the Los Angeles County Metropolitan Transportation Authority (LA Metro) to address any track-sharing issues, and plans to return to the Board with an update before the end of the calendar year.

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

At this time, two fixed-guideway projects are in the process of being implemented: the Anaheim Rapid Connection (ARC) Project and the Santa Ana-Garden Grove Fixed-Guideway project. To date, the Board has awarded funding through preliminary engineering of approximately \$18 million to the City of Anaheim and \$10.98 million to the City of Santa Ana, totaling approximately \$29 million. This total is not included in the proposed \$575 million amount. OCTA continues to work on the development of draft policy guidelines which will be presented to the Board in early 2014.

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

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC) with construction underway. Activities this quarter included grading and curb and gutter work for two of the parking lots; placing concrete floor at the Main Terminal, deck work at the Concourse bridge and signal controls and lighting on the platform, installation of pre-cast concrete for the pedestrian and baggage tunnels, installation of waterproofing at the rail right-of-way, and fabricating structural steel for the rail bridge. The completion date remains on schedule for November 2014.



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

To date, over \$9.9 million has been provided to local agencies and the County of Orange for the Senior Non-Emergency Medical Transportation and Senior Mobility Programs.

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

On June 13, 2013, the Board approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. Over the last quarter, cooperative agreements have been developed to facilitate the implementation of the services associated with this funding. The cooperative agreements are scheduled to be completed and executed over the next quarter. Projects slated for implementation over the next year include a variation of: vanpool connections from local employment centers to transportation hubs, special event and seasonal services, and local community circulators to shopping, medical, and transportation-related centers.

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 five properties acquired (950 acres), and five of the 11 restoration projects approved by the Board underway (totaling 400 acres). The Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

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

The draft interim resource management plans are under preparation concurrent with the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report/Statement (DEIR/DEIS). Public release of the draft NCCP/HCP and DEIR/DEIS is expected to take place in fall 2013, with continued biological monitoring of acquired properties ongoing. The public will have an opportunity to weigh in on the NCCP/HCP, DEIR/DEIS, and draft interim resource management plans before they are finalized.

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

Screens and inserts for water quality improvement projects have been funded at various locations throughout Orange County. A total of \$5.6 million have been authorized by the OCTA Board totaling 67 Tier 1 projects. These projects will be completed within a one- to two-year timeframe.

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).

Eight Tier 2 projects have been authorized by the OCTA Board totaling \$12.71 million. These projects are expected to be in construction by June 2014.



Key:

On Track

At Risk

One To Watch

Complete

M2020 Risk Update

The M2020 Plan identified 10 major risks as a result of the aggressive advancement of M2 projects and programs. OCTA recognized that these risks need to be actively addressed to ensure delivery of the plan by 2020. The 10 major risks are listed below with the actions taking place to address them.

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

Measure M2

Progress Report



6	Delay in project phases affecting overall costs and ability to deliver M2020.	Identify critical program activities and develop strategies to minimize delays.	A critical factor in delivering the M2020 Plan is based on keeping project costs and schedules on target. The recirculation of the I-405 (Project K) had the potential to impact the delivery schedule. As of now, the project remains deliverable within the current schedule. Any further delay may impact the cost of the project.
7	Changes in priorities over the life of the program.	Implement a defined process to assess tradeoffs of changes in priorities.	The Plan of Finance adopted by the Board in 2012 included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.
8	Legislative authority to use design/build (D/B) for delivery methods.	OCTA has sponsored legislation to allow for the delivery of the I-405 improvements utilizing a design/build delivery method. Assemblyman Tom Daly is the author of this bill (AB 401).	The bill passed the California Senate on September 10 and the Assembly on September 12. The bill was enrolled and presented to the Governor for signature on September 25.
9	Internal/external agency functional units not available, overloaded, or have competing priorities.	The current organizational assessment is conducting a workload analysis to determine what is required for staffing and contracting out to deliver the M2020 Plan. The review is particularly focused on contracting, project management, project controls, and accounts payable resources. Proposed actions also include partnering with Caltrans to align priorities and resources, and ensuring timely implementation of Breaking Down Barriers objectives.	Initial findings of the Organizational Assessment recommend department structure changes and resource needs. In addition to ROW, resource needs are identified in PMO department. Caltrans resources for ROW as well as consultant resources are also a concern as neighboring agencies are competing for the same limited pool of resources.
10	Ability of local agencies to balance pavement management needs with new capacity and transit project funds for matching requirements.	Provide a comprehensive overview in a workshop setting of all funding opportunities to local agencies to support strategic decision making at the local level.	OCTA conducted a workshop in June 2013 providing local agencies with information to help them make informed decisions.

Staff will continue to provide updates on the progress of the M2020 Plan and the associated risks in these quarterly reports.



FREEWAY PROJECTS

Interstate 5 (I-5) Projects

Project A

Segment: I-5 Between SR-55 and SR-57
Status: Environmental Study Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This project will increase HOV capacity by adding a second HOV lane in both directions along I-5 between SR-55 and SR-57 in Santa Ana. During this quarter, the traffic analysis and the air quality study were approved. Work continued on the draft project report, various technical studies, and the mandatory design exception fact sheets. Staff held community meetings with the Morrison Park and Floral Park neighborhoods as well as presented project information to the City of Santa Ana Environmental and Transportation Advisory Committee. Additionally, staff continued to meet with the Discovery Science Center and the City of Santa Ana to develop a way-finding signage package. The final environmental document is expected to be completed in late 2014.

Project B

Segment: I-5 Between the SR-55 and the El Toro "Y" Area
Status: Environmental Study Will Begin Soon

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This project will improve traffic flow and operations along the I-5 within the cities of Irvine and Tustin. 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 the Project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits. During the quarter, negotiations with the selected consultant to conduct the environmental study were completed and the contract package will be submitted to Caltrans in October for audit. Work is anticipated to begin in December 2013.

Project C & Part of Project D

Segment: I-5 Between SR-73 and El Toro Road
Status: Draft Environmental Study Released for Public Input

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: An environmental study continued during the quarter for improvements along the I-5 between the SR-73 and El Toro Road in the cities of Lake Forest, Laguna Hills, Laguna Niguel, Laguna Woods and Mission Viejo. The study evaluates lane additions and interchange improvements to improve traffic flow through this area. These improvements include reconstruction of the La Paz Road and Avery Parkway interchanges (part of Project D). During the quarter, the Environmental Assessment was approved by Caltrans and the Draft Environmental document was released for a 30-day public review period. As part of the public review process, OCTA and Caltrans jointly held a public hearing on September 25, 2013. More than 80 residents and stakeholders attended the meeting to learn about the project, review the report, and ask questions about the proposed alternatives. Comments and questions centered on the need for improved traffic flow, proposed sound walls and right-of-way acquisitions. The public can comment on the IS/EA until October 7th, when comments will be compiled and responded to as part of the preparation of the Final Environmental Document. The Final Environmental Document is anticipated to be complete in mid 2014.

Measure M2

Progress Report



Segment: I-5 Between Avenida Pico and San Juan Creek Road
Status: Final Design Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: Motorists traveling through San Clemente, Dana Point, and San Juan Capistrano will soon see improvements underway along the I-5 between Avenida Pico and San Juan Creek Road. The project will widen the I-5 to add a carpool lane in each direction and includes major interchange improvements to Avenida Pico (part of Project D). This project is divided into three segments for design and construction phases. Segment 1 is from Avenida Pico to Avenida Vista Hermosa, Segment 2 from Avenida Vista Hermosa to PCH and Segment 3 from PCH to San Juan Creek Road. During the quarter, Segment 1 final design was submitted to Caltrans, a cooperative agreement with Caltrans for Segment 2 construction phase was executed, Segment 3 was advertised for construction, and construction management teams were selected for Segments 2 and 3. Construction for segment 3 is anticipated to begin in early 2014 with the other two segments to follow in mid to late 2014. The project public outreach team has scheduled community open houses in San Juan Capistrano and San Clemente in November. The open houses are a chance for the local residents, businesses and motorists to learn more about the upcoming construction work, talk with representative and sign up to receive the latest project information. Construction is anticipated to be complete on Segment 1 in 2017 with Segment 2 and 3 in 2016.

Project D

Segment: I-5 / El Toro Road Interchange
Status: Draft PSR Complete and Under Review

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

Summary: Project D will update and improve key I-5 interchanges to relieve street congestion around older interchanges and on ramps. The I-5/El Toro Road Interchange study includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and one alternate access point adjacent to the interchange. The draft study was submitted to Caltrans for review in late May 2013, and was subject to a 60 day review period. Comments were received and addressed, and the draft study is being revised for a second review period. The final report is anticipated for approval by November 2013.

Segment: I-5 / Ortega Highway Interchange
Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: Caltrans began construction in February on the two-year \$86 million project that will reconstruct the SR-74 Ortega Highway bridge over the freeway and improve local traffic flow along the SR-74 and Del Obispo Street in the City of San Juan Capistrano. During the quarter, I-5 south and northbound at Ortega Highway was widened, the southern half of the bridge has been demolished, and four lanes of traffic and temporary pedestrian side walk were shifted to the northern half of the bridge. The southern portion of the new bridge is under construction and is expected to be complete by the end of October 2013. Additionally this quarter, construction work for a retaining wall and the northbound ramps began. The project is anticipated to be complete by the end of 2015.



State Route 22 (SR-22) Projects

Project E

Segment: SR-22 Access Improvements

Status: SR-22 Interchanges at Brookhurst Street, Euclid Street and Harbor Boulevard – **Project Complete**



Contact: Rose Casey, Capital Projects
(714) 560-5729

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

State Route 55 (SR-55) Projects

Project F

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

Status: Environmental Study Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The purpose of this project is to increase capacity on SR-55 in the cities of Irvine, Santa Ana, and Tustin. The Environmental Study will evaluate the addition of general purpose lanes, carpool lanes, and auxiliary lanes to determine the best approach to relieving traffic congestion in this area. OCTA is finalizing technical studies and preparing the Draft Environmental document. The administrative Draft Project Report was submitted to Caltrans and additional traffic studies were determined to be necessary. The project schedule has been revised and the Draft Environmental Document is scheduled to be completed by May 2014 for public review. The study was originally anticipated to be completed by early 2014 but as a result of the required additional traffic studies, the study is now expected to be complete in late 2014.

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

Status: Draft PSR Underway

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

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. The Project Study Team finalized the alternatives to recommend for further study in the next phase. The alternatives all include the addition of one general purpose lane each direction between SR-22 and Fourth Street. Other improvements being considered consist mostly of operational improvements at ramps and merge locations between SR-22 and SR-91, as well as a potential interchange project at First Street and the I-5 connector ramp. The administrative draft PSR-PDS report was completed in September 2013, and is currently under internal review. The final report is anticipated to be complete in January 2014.



State Route 57 (SR-57) Projects

Project G

Segment: SR-57 Northbound
Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: Construction is underway on three segments of the SR-57 freeway to add a new northbound general purpose lane through the cities of Anaheim, Brea, Fullerton, and Placentia. Caltrans is overseeing construction, which continued during the quarter. On the 57 northbound south segment from Katella Avenue to Lincoln Avenue, crews are pulverizing the existing shoulder and widening the Katella Avenue and Douglas Road bridges. The south segment is on schedule to open by end of 2014. On the central segment from Orangethorpe Avenue to Yorba Linda Boulevard, crews are conducting paving operations and are preparing to reconstruct on- and off-ramps. The central segment is on schedule to open by early 2014. Construction work on the north segment from Yorba Linda Boulevard to Lambert Road includes reconstructing on- and off-ramps. The north segment is also on schedule to open by early 2014.

Segment: SR-57 Northbound from Orangewood Avenue to Katella Avenue
Status: Draft PSR Underway

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

Summary: OCTA initiated a Project Study Report to add capacity in the northbound direction of SR-57 in the cities of Anaheim and Orange. Improvements under study include adding a northbound general purpose lane to join the general purpose lane currently under construction. One alternative would remove the existing lane-drop at Orangewood Avenue while another alternative creates an auxiliary lane between the Orangewood Avenue loop on-ramp and Katella Avenue and the final alternative creates an auxiliary lane between the Orangewood Avenue diamond on-ramp and the Katella Avenue off-ramp. The draft study will be submitted for Caltrans approval in November 2013.

State Route 91 (SR-91) Projects

Project H

Segment: SR-91 Between SR-57 and I-5
Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: OCTA and Caltrans broke ground on this third series of “A Better 91” projects on May 1, 2013. Since then, construction crews have been demolishing the north edges of six bridges to add additional width for expansion needs. On the public communications front, staff has conducted briefings and presentations for city officials, as well as hosted neighborhood meetings in key residential communities. When completed in late 2015, this \$75 million freeway improvement project will add a new, four-mile westbound general purpose lane to a key stretch of SR-91 located between Anaheim and Fullerton.



Project I

Segment: SR-91 Between SR-55 and Tustin Avenue Interchange

Status: Project is moving through the Caltrans award process

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This project will improve traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange. The project is intended to relieve weaving congestion in this area. An additional feature of the project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The project was advertised on June 17, 2013 and bids were opened on August 8, 2013. Construction is planned to start in December 2013.

Segment: SR-91 Between SR-57 to SR-55

Status: PSR Under Caltrans Review

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: OCTA initiated a Project Study Report (PSR)-Project Development Support (PDS) to increase freeway capacity by adding an eastbound general purpose lane between SR-57 and SR-55, a westbound general purpose lane between Kraemer Boulevard to State College Boulevard, and by making freeway-to-freeway connector improvements in the northbound direction between SR-57 and SR-91. During the quarter, the draft PSR was reviewed by Caltrans. Approval of the PSR-PDS is expected in October 2013.

Project J

Segment: SR-91, Between State Route 241 (SR-241) and State Route 71 (SR-71)

Status: **Project Complete**



Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This completed project added six miles through a key stretch of SR-91 between SR-241 and SR-71 in Riverside County. The project improves mobility and operations by reducing traffic weaving from traffic exiting at the SR-71 and Green River Road. 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.

Segment: SR-91, Between SR-55 and SR-241

Status: **Project Complete**



Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This completed project 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, striping and soundwalls. Completion of this project means a total of eighteen lane miles have been added to SR-91 since December 2010.

Measure M2

Progress Report



Segment: Segment: SR-91, Between SR-241 and I-15
Status: RCTC's Design-Builder Contractor has begun work

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in the city of Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-241 to I-15. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of Project J, the matching segment between the county line and SR-71 is part of the Riverside County Transportation Commission (RCTC)'s Measure A. During the quarter, the RCTC lead design-build contractor began preliminary work. Final design will be completed during the remainder of 2013 and early 2014, and construction is planned to start in early 2014. With RCTC's focus on extending the 91 Express Lanes, construction of the additional general purpose lane will take place post-2025. To maintain synchronization, the matching general purpose lane improvements on the Orange County side will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR 71. This action is consistent with the 2012 SR-91 Implementation Plan.

Interstate 405 (I-405) Projects

Project K

Segment: I-405, Between SR-55 and I-605
Status: Draft Environmental Impact Statement/Draft Environmental Impact Report (EIS/EIR) Released

Contact: Rose Casey, Capital Projects
(714) 560-5729

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. The OCTA Board selected Alternative One (one general purpose lane in each direction—Project K) as the Locally Preferred Alternative on October 22, 2012, and selected Parsons Transportation Group, Inc. to act as the Program Management Consultant for the Project on December 10, 2012.

On April 22, 2013, staff presented to the Board a path forward to advance delivery of the M2 project, but also at the Board's request, staff presented opportunities for the Board of Directors to weigh in on alternatives and explore new concepts. The Board approved the exploration of Concept A (two general purpose lanes in each direction plus conversion of the existing HOV lane to a HOT/Express lane in each direction), and Concept B (two general purpose lanes in each direction, but truncating the second general purpose lane in the northbound direction at Valley View Street).

Staff completed the process of screening both concepts and returned to the Board on September 23, 2013, for further discussion of existing alternatives and to present analysis findings of the new concepts. The Board directed staff to continue the development of Project K and also directed staff to examine options for addressing high-occupancy vehicle degradation, analyze tolling policies and the use of potential excess toll revenue for use in improving public transportation in and near the project boundaries. Staff was also tasked to explore and coordinate with the Transportation Corridor Agencies on solutions to resolve high-occupancy vehicle lane degradation and opportunities to increase high-occupancy vehicle capacity and connectivity between the I-405 and SR-73. The Board also eliminated further study of Concept B. The Board requested that the results of these new tasks be presented to the Board within 60 days.



The Supplemental Draft EIR/EIS was completed on August 12, 2013. The Supplemental Draft EIR/EIS includes additional traffic information within the Long Beach/South Los Angeles County area.

The Preferred Alternative is scheduled to be selected by the Project Development Team in December 2013, after the Board receives the additional requested information (above), which is scheduled for November 2013.

Project L

Segment: I-405 Between SR-55 and the El Toro “Y”
Status: PSR Under Caltrans Review

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

Summary: The I-405 draft Project Study Report for Project L includes alternatives that consider the addition of one or two general purpose lanes between Culver Drive and State Route 133, and operational improvements at the Interstate 405 and State Route 133 interchange. The draft study was submitted to Caltrans for review in May 2013 and the final draft study is anticipated for approval in November 2013.

Interstate 605 (I-605) Projects

Project M

Segment: I-605 Interchange Improvements
Status: Project Study Report Underway

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

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. Planned improvements may include enhancements at the on- and off-ramps in addition to operational improvements on Katella Avenue at the I-605 interchange. The project development process began in July 2013. Data collection and preliminary analyses are underway. The study is anticipated to be complete in December 2014.

Project N

Status: Freeway Service Patrol
Service On-going

Contact: Sue Zuhlke, Motorist Services
(714) 560-5683

Summary: Freeway Service Patrol (FSP) funded by M2 began operation in June 2012. During the quarter, the mid-day service provided assistance to 1,333 motorists, weekend service provided assistance to 645 motorists, and construction service provided assistance to 1,381 motorists.



STREETS & ROADS

Project O

Regional Capacity Program

Status: Regional Capacity Program – Call for Projects Underway

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

Summary: On August 12, 2013, the Board authorized staff to issue the 2014 Regional Capacity Program Call for Projects, with approximately \$35 million in funding available for programming. During the month of September, training sessions and one on one meetings were held with local agencies to assist them in developing and submitting project applications. Applications are due October 25, 2013.

OC Bridges Railroad

Status: Grade Separation Program

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: On July 8, 2013, OCTA staff presented the OC Bridges Railroad Grade Separation Program Budget Update to the OCTA Board of Directors (Board). The Board approved OCTA staff's recommendation to return to the Board with an amended funding plan to support the revised estimated cost to complete the OC Bridges Railroad Grade Separation Program. OCTA staff will present the amended funding plan in October 2013.

Raymond Grade Separation

Status: Design 100% Complete

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Raymond Avenue Railroad (RR) crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. On August 13, 2012, the Board approved an amendment to the Cooperative Agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation. This right-of-way lead agency change was made as a result of a request made by the City of Fullerton. The City will release the advertisement for construction in October 2013. A contract for the clearance of Right-of-Way will be awarded in November 2013. Advanced utility work is anticipated to begin in December 2013, with construction following in early 2014 until early-2017.

State College Grade Separation

Status: Design 100% Complete

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at State College Boulevard RR crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. On August 13, 2012, the Board approved an amendment to the cooperative agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation. This right-of-way lead agency change was made as a result of a request made by the City. The City released the advertisement for construction on September 30, 2013. Advanced utility work is anticipated to begin in December 2013. Construction is anticipated to begin in early 2014 and is expected to be completed by mid-2016.

Measure M2

Progress Report



Placentia Grade Separation

Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Placentia RR crossing will grade separate the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. The main elements of work included construction of the pump station, retaining walls, export of dirt removal, new railroad tracks on the new bridge and removal of the shoofly tracks. Construction progress is approximately 65 percent complete, and the project is expected to be completed by summer of 2014.

Kraemer Grade Separation

Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Kraemer RR crossing will grade separate the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. OCTA is overseeing construction which continued during the quarter. The main elements of work included construction of the pump station, retaining walls, sound walls, large drainage facilities, reconstruction of masonry walls within residential backyards, new railroad tracks on the new bridge and removal of the shoofly tracks. Construction progress is approximately 65 percent complete and the project is expected to be completed by summer of 2014.

Tustin / Rose Grade Separation

Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Tustin Avenue/Rose Drive RR crossing will grade separate the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction which continued during the quarter. The main elements of work included utility relocation, excavation and utility reconstruction near the Del Cerro property, clearing of vegetation, and construction of sound blankets, Del Cerro driveway, sewer line and temporary bridge crossing the Atwood Channel. Construction progress is approximately 5 percent complete and the project is expected to be completed by mid-2016.

Lakeview Grade Separation

Status: Project is Being Advertised

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Lakeview Avenue RR crossing will grade separate the local street from railroad tracks in the Cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. OCTA released the advertisement for construction on September 20, 2013. Advanced utility work is anticipated to begin in November 2013. Construction is anticipated to begin by the end of 2013, and expected to be completed by early-2016.

Orangethorpe Grade Separation

Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Orangethorpe Avenue RR crossing will grade separate the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction which continued during the quarter. The main elements of work included utility relocation, clearing of vegetation, stockpile of imported dirt, and construction of sewer line and storm drain. Construction progress is approximately 5 percent complete and the project is expected to be completed by mid-2016.



Project P

Regional Traffic Signal Synchronization Program (RTSSP)

Contact: Ron Keith, Planning
(714) 560-5990

Summary: Projects funded as part of the fiscal year (FY) 2011-12 Regional Traffic Signal Synchronization Program (RTSSP) Call for Projects are all underway with some having finished construction, and are in the 2-year Operations and Maintenance phase. These projects cover 157 miles with 563 intersections.

FY 2012-13 RTSSP Call for Projects applications were received on October 26, 2012. Eighteen applications were received that exceeded the allocated budget for the first time since the inception of the program. Fourteen projects were approved by the Board of Directors on April 8, 2013. Fifteen million dollars of M2 funds were allocated for RTSSP projects for FY 2013-14. OCTA is the lead administrator of nine of the fourteen projects. OCTA is currently finalizing Cooperative Agreements with the parties to each of the nine projects. These 14 projects cover 108.5 miles with 829 intersections at a cost totaling \$19,424,226.

A fourth Call for Projects for FY 2013-14 was released for Project P on August 25, 2013. Applications are due on October 25, 2013. For the 2014 Call for Projects, \$12 million has been allocated towards providing signal synchronization benefits to Orange County streets. Award recommendation is expected to be presented to the Board of Directors in spring of 2014.

A separate project that works in tandem with the RTSSP projects is the update to the Intelligent Transportation Systems (ITS) Strategic Deployment Plan (SDP) or ITS – SDP. The ITS – SDP is a long range planning document that communicates strategies for ITS deployment for all modes of transportation (auto, mass transit, bicycle, and pedestrian) within Orange County. This update is complete and has been reviewed by OCTA and the local agencies. Comments have been incorporated into the final document. The ITS – SDP Update for 2013 will be submitted to the Southern California Association of Governments (SCAG) along with the Federal Highway Administration (FHWA) for incorporation into the Regional ITS Architecture in October 2013.

Project Q

Local Fair Share Program

Contact: Vicki Austin, Finance
(714) 560-5990

Summary: All local agencies have been found eligible to receive M2 Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$88.6 million in Local Fair Share payments have been provided to local agencies as of the end of the quarter.

See page 33 for funding allocation by local agency.



TRANSIT PROGRAMS

Project R

High Frequency Metrolink Service

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



Contact: Dinah Minter, Rail
(714) 560-5740

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

High Frequency Metrolink Service

Status: MSEP – Service Ongoing

Contact: Dinah Minter, Rail
(714) 560-5740

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 reduced price day passes and extensive marketing efforts, ridership on the intra-county MSEP trains remains lower than desired. As a result, OCTA has eliminated the OC Link day pass as of July 2, 2013. In addition, OCTA is currently considering options to re-deploy a number of the trains in order to maximize ridership without significantly impacting operating costs, including providing new trips to from Orange County to Los Angeles and San Diego counties. During the quarter, OCTA continued working with Burlington Northern Santa Fe (BNSF) and the Riverside County Transportation Commission to address schedules and track-sharing issues. Staff plans to return to the Board with an update before the end of the calendar year.

Sand Canyon Grade Separation

Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Sand Canyon Avenue RR crossing will grade separate the local street from railroad tracks in the City of Irvine by building an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. The main elements of work included construction of the pump station, retaining walls, storm drains, water line and sewer, removal of the shoofly tracks and export of dirt removal. Construction is approximately 70 percent complete and the project is expected to be completed by mid-2014.

Project S

Transit Extensions to Metrolink

Summary: Project S establishes a competitive program for local agencies to extend the benefits of rail service by improving transit connectivity to Metrolink stations.

Measure M2

Progress Report



Status: **Anaheim Rapid Connection (ARC) Project – Project Advances to Environmental Clearance Phase**

Contact: Kelly Hart, Rail
(714) 560-5725

Summary: On July 8, 2013, the City of Anaheim presented a summary of completed ARC project milestones to the OCTA Board of Directors. The Board provided approval for the ARC project to advance into the next project phase, which is the completion of draft environmental documents of the locally preferred streetcar alternative. In addition, the City of Anaheim was directed to seek compatibility of the ARC Project with the Santa Ana-Garden Grove Fixed Guideway Project and to develop capital cost containment strategies. Technical work in these areas has been initiated consistent with Board direction.

Santa Ana-Garden Grove Fixed Guideway Project

Status: Santa Ana-Garden Grove Fixed-Guideway Project – Development of Revised Environmental Assessment/Environmental Impact Report (EA/EIR)

Contact: Kelly Hart, Rail
(714) 560-5725

Summary: On July 23, 2013, the Santa Ana City Council held a meeting to confirm its support of the Santa Ana-Garden Grove fixed guideway project. On September 5, OCTA and the Santa Ana-Garden Grove project team held a conference call with the Federal Transit Administration (FTA) and the State Historic Preservation Officer (SHPO) to discuss comments received from SHPO on the project's Cultural Resources Evaluation Report. The Santa Ana-Garden Grove project team has made significant progress in responding to comments and revising its EA/EIR for submittal to FTA in October. Upon the public release of the Draft EA/EIR, the City of Santa Ana will update the OCTA Board on completed project milestones.

OCTA continues to work on the development of draft policy guidelines for the implementation of the fixed-guideway projects as it relates to governance structure and funding strategy. These policy considerations will be presented to the Board in early 2014.

Transit Extensions to Metrolink

Status: Bus and Station Van Extension Projects – Services Ongoing for Oakley Vanpool and Anaheim Canyon Connection; Service Pending for Panasonic Vanpool Connection

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

Summary: On July 23, 2012, the board approved funding for four project applications received as part of the 2012 Project S Call for Projects. Of these four, two are currently in service. The Oakley Vanpool connection from Irvine Station began in December 2012, and the Anaheim Canyon Bus Connection (Route 20) from the Anaheim Canyon Metrolink Station began on February 25, 2013. All cooperative agreements between OCTA and the Cities of Lake Forest and Anaheim were fully executed. During this quarter, a delay request on behalf of the City of Lake Forest for the Panasonic Vanpool connection from Irvine Station was processed as part of the September semi-annual review. This delays the opening of the service until January 2014. Additionally, the service associated with Invensys Incorporated has been cancelled at the request of the participant, and the funds will be returned to the program for use in future calls for projects.



Project T

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

Status: Construction Underway

Contact: James Kramer, Rail
(714) 560-5866

Summary: The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC). Construction activities this quarter included grading for two of the three parking lots along with the installation of underground electrical conduit, curb and gutter and light pole bases in one of the lots; placing concrete floor at the Main Terminal and erecting structural steel and stairs, installation of metal deck work at the Concourse bridge, installation of pre-cast concrete for the pedestrian and baggage tunnels, installation of waterproofing at the rail right-of-way, and fabricating structural steel for the rail bridge.

On September 9, 2013, the Federal Railroad Administration notified the City of Anaheim that the passenger platform must be 15 inches above top of rail and 5'-5" from track centerline to face of platform and this requires a design change to comply. The completion date remains on schedule for November 2014.

Project U

Expand Mobility Choices for Seniors & Persons with Disabilities

Status: Senior Mobility Program – Distributing Funds to City Agencies

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

Summary: More than \$778,352 in M2 Project U funding was disbursed to Senior Mobility Program (SMP) participants during the quarter. The cities of Aliso Viejo, Dana Point and San Juan Capistrano joined the program in July, bringing the total number of participating cities to 29. Collectively, the cities provided more than 70,000 trips this quarter for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. In addition, more than \$869,528 was disbursed to the County of Orange to support the Office on Aging Senior Non-Emergency Medical Transportation Program. In total, more than \$9.89 million in Project U funding has been provided under M2 to support the SMP and SNEMT programs.

Fare Stabilization Program

Status: Fare Stabilization Program – In Progress

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

Summary: To stabilize fares for seniors and persons with disabilities, 1 percent of net revenues are dedicated for this purpose. To date, \$6.2 million (April 2011 through September 2013) has been allocated to stabilize fares for seniors and persons with disabilities. The M2 Ordinance requires that funds be allocated "in an amount equal to the percentage of partial funding of fares for seniors and persons with disabilities as of the effective date of the Ordinance." As projected revenues declined due to the recession, there was a concern. Current projections show that 1 percent of net revenues will not be sufficient to meet the Ordinance requirements. When the Board approved the Project U guidelines, the Board authorized that any revenues generated by the SMP not claimed by the cities could be used for the Fare Stabilization Program. Since there are four local agencies that



do not participate in the SMP, \$0.8 million is available to be transferred from the SMP to the Fare Stabilization Program.

In February 2013, Staff provided the Board with a staff report which indicated the Fare Stabilization Program funding levels may only be sufficient until FY 2019-20. Staff will continue to provide updates on the status of the Fare Stabilization Program to the Board, and any necessary amendments to the Fare Stabilization Program will be considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016. The next update is scheduled to be provided to the Board in December 2013.

In February 2013, Staff provided the Board with a staff report which indicated the Fare Stabilization Program funding levels may only be sufficient until FY 2019-20. Staff will continue to provide updates on the status of the Fare Stabilization Program to the Board, and any necessary amendments to the Fare Stabilization Program will be considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016. The next update is scheduled to be provided to the Board in November 2013.

Project V

Community Based Transit / Circulators

Status: Call for Projects Applications Approved

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

Summary: Program Guidelines for Project V were approved by the Board on November 26, 2012, and the first Call for Projects (issuing up to \$28 million) closed on March 29, 2013. Five applications were received from the Cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. The Board approved all five applications on June 24, 2013, for a total of up to \$9.8 million. The funding will be used to begin new community based transit services slated to be implemented over the next year. These include: vanpool services from local employment centers to transportation hubs; special event and seasonal services that operate during heavy traffic periods; and local community circulators that carry passengers between various shopping, medical, and transportation related centers. The next Project V Call for Projects will be held in 2016.

Project W

Safe Transit Stops

Contact: Gary Hewitt, Planning
(714) 560-5715

Summary: Staff has developed draft guiding principles for allocation of Project W funds and is working on draft guidelines that will be brought to the Board in early 2014. Initial funding will be focused on upgrading passenger amenities at the 100 busiest bus stops. Staff is proposing that local agencies be responsible for design, construction, and maintenance of these amenities. Funding could also be directed toward OCTA development of regional, customer-facing technologies that benefit the busiest stops.



ENVIRONMENTAL

Project X

Environmental Cleanup

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

Summary: The M2 Allocation Committee is charged with making recommendations to the 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).

The OCTA Board approved the funding recommendations for the third Tier 1 call for projects on September 23, 2013 in the amount of \$2.83 million. Work can begin on the Tier 1 projects upon the execution of a letter agreement. The second Tier 2 call for projects concluded on September 20, 2013. Throughout the 90-day Tier 2 call for projects, staff held workshops and meetings with potential applicants to provide early feedback on their projects. Staff received 17 applications from 11 agencies. Evaluation of the project applications will take place over this quarter and Board approval of the Tier 2 funding recommendations is anticipated in early 2014.

Part of Projects A - M

Freeway Mitigation Program

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

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

Restoration Update

To date, the Board has approved 11 restoration projects for funding totaling approximately 400 acres. The five round one projects are currently underway and staff is engaged in the review process as well as facilitating the implementation of these projects.

During the quarter, staff continued to work with the four second-round project sponsors (for six different projects) on the technical documents and draft restoration plans. Upon completion of these technical documents and draft restoration plans, staff will coordinate with the Army Corps of Engineers (Corps), State Water Resources Control Board, Calif. Department of Fish & Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS), to achieve consensus for each of the restoration projects. This quarter staff worked closely with the Corps and facilitated field meetings at five of the restoration sites. These field reviews/site verification are necessary for the Corps to approve the technical documents. These steps are required in order for the regulatory agencies to issue permits to OCTA for the M2 freeway improvement projects. OCTA staff continues to work with the project sponsors to execute the remaining restoration project contracts and finalize the remaining technical documents.



Acquisition Update

As of this quarter, OCTA has acquired approximately 950 acres of open space property in the Trabuco Canyon area and in Brea. From the original \$42 million allocated for the purchase of open space, approximately \$8.5 million (inclusive of the long-term management cost) remains for additional acquisitions, and the funds are expected to be allocated within the next several months. After updating appraisals of the remaining Group 1 (high biological value) properties, staff will engage the Environmental Oversight Committee in determining which properties should receive offers using the remaining funds. Staff is currently finalizing an offer for an additional property. If the transaction is successful, the purchase will be announced near the end of 2013.

Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Update

OCTA staff continues to work towards the public release of the draft NCCP/HCP and draft EIR/EIS. Comments on the draft document were received this quarter from the wildlife agencies. OCTA staff continues to revise these documents based on the comments, which suggest a higher level of detail than originally expected. Due to this change in approach, the public release of the document is now expected to take place in winter 2014 with an anticipated completion of the final NCCP/HCP in 2015.

OCTA began the NCCP/HCP process in summer 2010, and has been working very closely and diligently with the Wildlife Agencies since the early development stages of the NCCP/HCP. Historically, the NCCP/HCP planning process can take between five to 10 years between the initiation and approval of the final documents. OCTA is on target to complete the NCCP/HCP in a shorter timeframe than usual. Typically, an NCCP/HCP is completed prior to acquiring properties or restoring habitat as mitigation measures, but OCTA accelerated the mitigation process by acquiring more than 950 acres of open space lands and funding approximately 400 acres of habitat restoration prior to the completion of the NCCP/HCP. This allowed for protection and restoration of more mitigation properties at lower cost, but also means the acquired lands and funded habitat restoration projects will need to be integrated into the draft NCCP/HCP. This requires investing more time upfront, but will save time and effort toward the end of the NCCP/HCP planning process, and will result in a better outcome. CDFW and USFWS are nearing completion with their review of the draft NCCP/HCP and draft EIR/EIS documents.



PROGRAM MGMT

Program Management Office

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

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

In the first quarter, the focus of the PMO has been on several key items. These include:

M2020 Plan Review

At the one year mark following Board adoption of the M2020 Plan, staff believed it was prudent to review the assumptions in the Plan to ensure that the aggressive program of projects implementation remains deliverable. Staff reviewed the risks that were identified in the M2020 Plan and looked at current revenue projections, project costs and schedules and ran cash flows to determine progress and continued deliverability. Staff presented the M2020 Plan Review findings to the Board on September 9, 2013. The review concluded that although the program remains tight, it is still deliverable as adopted.

OCTA Organizational Readiness Assessment

To ensure successful delivery of the Board approved M2020 Plan, an Organizational Readiness Study was initiated in November 2012. The consultant team has drafted a report to staff. The findings are overall positive with recommendations centered around process improvements, staff resource modifications and adjustments to department structure to reflect changes in the work effort as a result of the progression of projects and programs within M2. The study has concluded and staff will present the findings to the Board in November 2013.

Project Manager Academy

The Project Manager Academy (Academy) was established by the Development Division (prior to the separation of Planning and Capital Programs Divisions) in 2008 to enhance uniformity and consistency in managing projects. It has since been held two times, once in 2008 and again in 2011.

As recommended by the recent M2 Performance Assessment (2009-2012), the M2 Program Management Office (PMO) worked with the Capital Programs Division to refresh Academy materials and broaden the focus to include all M2 project managers. The Academy is intended to provide all M2 project managers with an understanding of OCTA's expectations, procedures, and objectives when managing projects. This 10-week Academy started on September 18, 2013 and will conclude in November 2013.

2009-12 M2 Performance Assessment Update

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

Measure M2

Progress Report



M2 Document Management

The M2 Document Center site is designed to provide a unified approach to saving M2 project and program files. Progress has been made to begin the upload of back log project completion reports and other pertinent documents from years preceding. Software has been purchased to assist in the effort of saving staff reports going back to the passage of M2 in 2006 and is in the process of being set up. To ensure that the document center is populated consistently and that Ordinance No. 3 requirements are met, the PMO has hired consultant service for additional support.

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. One final impact of the EAP is that with the acceleration of the M2 Program, as well as early work on developing a multitude of M2 programs and projects, this requires significant early effort including administrative responsibilities.

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 has borrowed approximately \$5.2 million from OCUTT. Efforts are ongoing to monitor the administrative salaries and benefits impact to the 1 percent cap provision within M2. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to the allocation of state planning funds to areas that are subject to the 1 percent administration cap and adjusted OCTA's cost allocation plan to ensure that administrative charges are more precisely captured.

In FY 2012-13, administrative cost charges totaled \$4.6 million, but with the application of state planning funds, actual charges were \$1.8 million. The 1 percent allowance for FY 2012-13 was roughly \$2.6 million, resulting in an overage of \$800,000 in which OCTA will repay OCUTT, leaving a total amount borrowed of \$4.4 million. Efforts are ongoing to monitor the administrative salaries and benefits impact to the 1 percent cap provision within M2. Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. Staff met on July 18, 2013 to review the past quarter's labor reports to ensure costs attributed to the 1 percent cap were accurately reported and are not misplaced project related costs as well as to ensure project costs were applied to the correct projects. Any misplaced charges are routinely corrected.



Key Upcoming Activities

During the next quarter, the PMO will present to the Board the OCTA Organizational Readiness Assessment, complete with findings and our proposed actions. The PMO will also be doing the annual update of the Ordinance Matrix which tracks all requirements in Ordinance No. 3 to ensure we are complying. At the request of the Board, an amendment will be proposed to Ordinance No.3 to modify the Taxpayer Oversight Committee membership eligibility requirements.



FINANCE MATTERS

M2 Financing

Revenue Forecast and Collection

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

Summary: OCTA contracts with three universities to provide a long-range forecast of taxable sales to project Measure M2 revenues for purposes of planning projects and program expenditures. Annually, OCTA takes an average of the three university projections and incorporates this to develop a long-range forecast of Measure M2 taxable sales. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Additionally, as required by law, OCTA pays the State Board of Equalization (SBOE) 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

After establishing the FY 2011-12 and FY 2012-13 growth rates, staff utilized the blended growth rates from the universities for the remaining years in the M2 period (FY 2013-14 through FY 2040-41) and determined that yields total nominal M2 sales tax collections of \$15.5 billion. Based on the original 2005 projection of \$24.3 billion, current projections are \$8.8 billion less over the life of the program. This projection is up from the lowest point in 2010 when the revenue projections were \$13.7 billion or \$10.6 billion less than the original projections. An update on this annual projection based on new university projections will be provided to the Board in October 2013.

Quarterly, this information is updated based on the actual revenues received for the past quarter. Sales tax receipts for the first quarter of FY 2013-14 are on budget, and 8.3 percent higher than receipts for the same period last fiscal year. It is estimated that given the final sales tax receipts for FY 2012-13, the year-to-date sales tax receipts for FY 2013-14, coupled with the long-term sales tax growth rate forecasts that the revenue forecast for the life of the M2 Program will be approximately \$15.5 billion. The revenue forecast for the life of the M2 Program varies on a quarterly basis due to actual receipts being updated quarterly. Over the last four quarters, the forecast has ranged between \$15.3 billion and \$15.6 billion.

SBOE Fee Charged

OCTA monitors the fee on a quarterly basis. For the M2 Program, inception to date, the SBOE fee has not exceeded the 1.5 percent assumed in the ordinance. The fee collected for this quarter was 1.0 percent.

Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of September 30, 2013
(Unaudited)

Measure M2

Progress Report



(\$ in thousands)	Quarter Ended Sept. 30, 2013	Year to Date Sept. 30, 2013	Period from Inception to Sept. 30, 2013
Revenues:		(A)	(B)
Sales taxes	\$71,308	\$ 71,308	\$649,536
Other agencies' share of Measure M2 costs:			
Project related	\$12,494	\$12,494	\$168,522
Interest			
Operating:			
Non-project related	\$926	\$926	\$2,452
Bond proceeds	\$3,088	\$3,088	\$19,296
Debt service	\$1	\$1	\$34
Commercial paper	---	---	395
Right-of-way leases	\$45	\$45	\$396
Miscellaneous			
Project related	---	---	\$13
Non-project related	---	---	\$7
Total revenues	\$87,862	\$87,892	\$840,651
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	\$806	\$806	\$6,578
Professional services:			
Project related	\$455	\$455	\$161,693
Non-project related	\$197	\$197	\$8,469
Administration costs:			
Project related	\$1,753	\$1,753	\$21,488
Non-project related	\$1,375	\$1,375	\$25,322
Other:			
Project related	\$24	\$24	\$745
Non-project related	\$7	\$7	\$3,506
Payments to local agencies:			
Project related	\$6,865	\$6,865	\$233,570
Capital outlay:			
Project related	\$13,873	\$13,873	\$244,573
Non-project related	---	---	\$32
Debt service:			
Principal payments on long-term debt	---	---	\$6,410
Interest on long-term debt and commercial paper	\$11,107	\$11,107	\$60,814
Total expenditures	\$36,462	\$36,462	\$772,769
Excess (deficiency) of revenues over (under) expenditures	\$51,400	\$51,400	\$67,882
Other financing sources (uses):			
Transfers out:			
Project related	(\$464)	(\$464)	(\$6,345)
Transfers in:			
Project related	---	---	\$31,923
Non-project related	\$17,750	\$17,750	\$17,750
Bond proceeds	---	---	\$358,593
Total revenues	\$17,286	\$17,286	\$401,921
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$68,686	\$68,686	\$469,803

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of September 30, 2013
(Unaudited)

(\$ in thousands)	Quarter Ended Sept. 30, 2013 (actual)	Year Ended Sept. 30, 2013 (actual)	Period from Inception to Sept. 30, 2013 (actual)	Period from Oct. 1, 2013 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Tax Revenues:					
Sales taxes	\$71,308	\$71,308	\$649,536	\$ 14,877,604	\$15,527,140
Operating Interest	\$926	\$926	\$2,452	\$698,832	\$701,284
Total tax revenues	\$72,234	\$72,234	\$651,988	\$15,576,436	\$16,288,424
Administrative expenditures:					
SBOE fees	\$806	\$806	\$6,578	\$223,254	\$229,832
Professional services, non-project related	\$197	\$197	\$5,220	\$101,151	\$106,371
Administration costs, non-project related	\$1,375	\$1,375	\$25,322	\$142,081	\$167,403
Transfers out, non-project related	---	---	---	\$20,826	\$20,826
Other, non-project related	\$7	\$7	\$3,506	\$26,775	\$30,281
Capital outlay, non-project related	---	---	\$32	---	\$32
Environmental cleanup	\$2,024	\$2,024	\$4,007	\$311,529	\$315,536
Total expenditures	\$4,409	\$4,409	\$44,665	\$825,617	\$870,282
Net tax revenues	\$67,825	\$67,825	\$607,323	\$14,750,819	\$15,358,142
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	---	---	\$358,593	\$1,450,000	\$1,808,593
Interest revenue from bond proceeds	\$3,088	\$3,088	\$19,296	\$32,000	\$51,296
Interest revenue from debt service funds	\$1	\$1	\$34	\$57,942	\$57,976
Interest revenue from commercial paper	---	---	\$395	---	\$395
Total bond revenues	\$3,089	\$3,089	\$379,318	\$1,539,942	\$1,918,260
Financing expenditures and uses:					
Professional services, non-project related	---	---	\$3,249	---	\$3,249
Bond debt principal	---	---	\$6,410	\$1,866,855	\$1,873,265
Bond debt and other interest expense	\$11,107	\$11,107	\$60,814	\$1,616,218	\$1,677,032
Total financing expenditures and uses	\$11,107	\$11,107	\$70,473	\$3,483,073	\$3,553,546
Net bond revenues (debt service)	(\$8,018)	(\$8,018)	\$307,845	(\$1,943,131)	(\$1,635,286)

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of September 30, 2013
(Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion
(G)	(\$ in thousands)	(H)	(I)	(J)	(K)
Freeways (43% of Net Tax Revenues)					
A	I-5 Santa Ana Freeway Interchange Improvements	\$23,938	\$605,343	\$604,496	\$604,496
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	\$60,364	\$1,526,495	\$1,331,947	\$1,331,947
E	SR-22 Garden Grove Freeway Access Improvements	\$6,122	\$154,556	\$154,555	\$154,555
F	SR-55 Costa Mesa Freeway Improvements	\$18,641	\$471,395	\$468,794	\$468,794
G	SR-57 Orange Freeway Improvements	\$13,176	\$333,196	\$311,178	\$311,178
H, I, J	SR-91 Riverside Freeway Improvements	\$46,281	\$1,170,373	\$1,160,052	\$1,60,052
K, L	I-405 San Diego Freeway Improvements	\$70,922	\$1,793,489	\$730,583	\$730,583
M	I-605 Freeway Access Improvements	\$1,019	\$25,759	\$25,759	\$25,759
N	All Freeway Service Patrol	\$7,640	\$193,195	\$193,195	\$193,195
	Freeway Mitigation	\$13,057	\$330,200	\$306,060	\$306,060
Subtotal Projects		\$261,150	\$6,604,001	\$5,286,619	\$5,286,619
Net (Bond Revenue)/Debt Service		---	---	\$1,317,379	\$1,317,379
Total Freeways		\$261,150	\$6,604,001	\$6,603,998	\$6,603,998
					43.0 %
Street & Roads Project (32% of Net Tax Revenues)					
O	Regional Capacity Program	\$60,733	\$1,535,833	\$1,438,231	\$1,438,231
P	Regional Traffic Signal Synchronization Program	\$24,292	\$614,306	\$614,051	\$614,051
Q	Local Fair Share Program	\$109,318	\$2,764,466	\$2,764,466	\$2,764,466
Subtotal Projects		\$194,343	\$4,914,605	\$4,816,748	\$4,816,748
Net (Bond Revenue)/Debt Service		---	---	\$97,857	\$97,857
Total Street and Roads Project		\$194,343	\$4,914,605	\$4,914,605	\$4,914,605
					32.0%

continue on following page

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of September 30, 2013
(Unaudited)

Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget Est at Completion	Expenditures through Sept. 30, 2013	Reimbursements through Sept. 30, 2013	Net Project Cost	Percent of Budget Expended
(L)	(M)	(N)	(O)	(P)	(Q)
\$847	---	\$1,473	---	\$1,473	0.2%
\$194,548	---	\$36,175	\$8,536	\$27,639	2.1%
\$1	---	\$4	---	\$4	0.0%
\$2,601	---	\$5,461	\$13	\$5,448	1.2%
\$22,018	---	\$37,197	\$8,099	\$29,098	9.4%
\$10,321	---	\$21,992	\$6,177	\$15,875	1.4%
\$1,062,906	---	\$18,562	\$771	\$17,791	2.4%
---	---	\$26	---	\$26	0.1%
---	---	\$35	---	\$35	0.0%
\$24,140	---	\$33,213	\$1,305	\$31,908	10.4%
\$1,317,382	---	\$154,138	\$24,841	\$129,297	
(\$1,317,379)	---	\$17,493	---	\$17,493	
\$3	---	\$171,631	\$24,841	\$146,790	28.9%
\$97,602	---	\$247,422	\$106,960	\$140,482	9.8%
\$255	---	\$4,167	\$272	\$3,895	0.6%
---	---	\$96,737	---	\$96,737	3.5%
\$97,857	---	\$348,346	\$107,232	\$241,114	
(\$97,857)	---	\$18,830	---	\$18,830	
---	---	\$367,176	\$107,232	\$259,944	51.2%

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of September 30, 2013
(Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion
	(G) (\$ in thousands)	(H)	(I)	(J)	(K)
Transit Projects (25% of Net Tax Revenues)					
R	High Frequency Metrolink Service	\$54,368	\$1,374,885	\$1,314,414	\$1,314,414
S	Transit Extensions to Metrolink	\$53,613	\$1,355,768	\$1,266,233	\$1,266,223
T	Metrolink Gateways	\$12,149	\$307,217	\$237,183	\$237,183
U	Expand Mobility Choices for Seniors/ Persons with Disabilities	\$18,218	\$460,690	\$460,690	\$460,690
V	Community Based Transit/Circulators	\$12,142	\$307,082	\$307,082	\$307,082
W	Safe Transit Stops	\$1,340	\$33,894	\$39,894	\$33,894
	Subtotal Projects	\$151,830	\$3,839,536	\$3,619,486	\$3,619,486
	Net (Bond Revenue)/Debt Service	---	---	\$220,050	\$220,050
	Total Transit Projects	\$151,830	\$3,839,536	\$3,839,536	\$3,839,536
	%				25.0 %
	Measure M2 Program	\$607,323	\$15,358,142	\$15,358,139	\$15,358,139
Project	Description	Revenues Program to Date Actual	Total Revenues	Project Budget	Estimate at Completion
	(G) (\$ in thousands)	(H.1)	(I.1)	(J)	(K)
Environmental Cleanup (2% of Revenues)					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$13,040	\$324,568	\$324,568	\$324,568
	Total Environmental Cleanup	\$13,040	\$324,568	\$324,568	\$324,568
	%				2.0%
	Taxpayer Safeguards and Audits				
	Collect Sales Taxes (1.5% of Sales Taxes)	\$9,743	\$232,907	\$232,907	\$232,907
	%				1.5%
	Oversight and Annual Audits (1% of Revenues)	\$6,520	\$162,284	\$162,284	\$162,284
	%				1.0%
	Total Measure M Program	\$620,363	\$15,682,710	\$15,682,707	\$15,682,707

continue on following page

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of September 30, 2013
(Unaudited)

Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget Est at Completion	Expenditures through Sept. 30, 2013	Reimbursements through Sept. 30, 2013	Net Project Cost	Percent of Budget Expended
(L)	(M)	(N)	(O)	(P)	(Q)
\$60,471	---	\$135,175	\$68,275	\$66,900	5.1%
\$89,545	---	\$477	\$20	\$457	0.0%
\$70,034	---	\$9,735	\$283	\$9,452	4.0%
---	---	\$16,085	\$16	\$16,069	3.5%
---	---	\$15	\$10	\$5	0.0%
---	---	\$5	---	\$5	0.0%
\$220,050	---	\$161,492	\$68,604	\$92,888	
(\$220,050)	---	\$8,016	---	\$8,016	
---	---	\$169,508	\$68,604	\$100,904	19.9%
\$3	---	\$708,315	\$200,677	\$507,638	
Variance Total Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures through Sept. 30, 2013	Reimbursements through Sept 30, 2013	Net Project Cost	Percent of Budget Expended
(L)	(M)	(N)	(O)	(P)	(Q)
---	---	\$4007	\$177	\$3,830	1.2%
---	---	\$4,007	\$177	\$3,830	0.6%
---	---	\$6,578	---	6,578	2.8%
---	---	\$10,592	\$4,072	6,520	4.0%
---	---	---	---	1,058	1.0%
\$3	---	\$712,322	\$200,854	\$511,468	



LOCAL FAIR SHARE

Entity	FY 2013-14 First Quarter M2 Funds	M2 Funds to Date
Aliso Viejo	\$95,557.20	\$1,206,839.14
Anaheim	\$493,554.94	\$10,059,741.69
Brea	\$479,269.17	\$2,076,612.55
Buena Park	\$229,236.12	\$2,814,442.57
Costa Mesa	\$344,879.29	\$4,367,761.03
Cypress	\$128,904.79	\$1,674,505.07
Dana Point	\$82,661.65	\$993,214.41
Fountain Valley	\$151,941.51	\$1,934,568.30
Fullerton	\$316,502.83	\$3,983,970.14
Garden Grove	\$364,610.05	\$4,577,936.47
Huntington Beach	\$480,377.95	\$5,868,345.83
Irvine	\$629,877.11	\$7,789,657.50
Laguna Beach	\$60,250.00	\$774,432.40
Laguna Hills	\$81,907.97	\$1,048,631.47
Laguna Niguel	\$161,003.74	\$2,075,043.52
Laguna Woods	\$31,112.38	\$400,614.44
La Habra	\$132,994.98	\$1,620,308.57
Lake Forest	\$188,220.10	\$2,394,020.04
La Palma	\$47,930.68	\$556,337.21
Los Alamitos	\$30,903.24	\$396,386.85

Measure M2

Progress Report



Entity	FY 2013-14 First Quarter M2 Funds	M2 Funds to Date
Mission Viejo	\$225,711.40	\$2,888,673.76
Newport Beach	\$268,791.00	\$3,326,677.27
Orange	\$395,755.55	\$4,998,796.74
Placentia	\$115,098.69	\$1,446,457.43
Rancho Santa Margarita	\$102,813.64	\$1,301,040.59
San Clemente	\$134,063.62	\$1,704,352.18
San Juan Capistrano	\$94,322.11	\$1,147,082.77
Santa Ana	\$668,875.86	\$8,493,830.61
Seal Beach	\$66,742.52	\$799,374.91
Stanton	\$76,090.69	\$916,652.90
Tustin	\$213,841.58	\$2,676,892.69
Villa Park	\$12,555.98	\$159,631.46
Westminster	\$206,514.57	\$2,613,131.53
Yorba Linda	\$146,221.51	\$1,824,026.66
County of Orange	\$445,748.08	\$5,432,041.48
Total M2 Funds	\$7,704,842.50	\$96,342,032.18

Measure M2

Progress Report



CAPITAL PROGRAM

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 Project C	\$113.0	Jun-09	Dec-11	Oct-13	Feb-18
	\$113.0	Jun-09	Oct-11	Oct-13	Oct-17
I-5, Vista Hermosa to Pacific Coast Highway Project C	\$75.6	Jun-09	Dec-11	Feb-13	Jan-16
	\$75.6	Jun-09	Oct-11	May-13	May-16
I-5, Pacific Coast Highway to San Juan Creek Road Project C	\$70.7	Jun-09	Dec-11	Jan-13	Nov-15
	\$69.5	Jun-09	Oct-11	Jan-13	Dec-15
I-5, I-5/Ortega Interchange Project D	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
	\$81.0	Sep-05	Jun-09	Dec-11	Sep-15
I-5, I-5/Ortega Interchange Project D	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Dec-14	Aug-16
I-5, SR-73 to El Toro Road Project C & D	TBD	Sep-11	Jun-14	TBD	TBD
	\$534.6	Oct-11	May-14	Jun-17	June-22
I-5, I-5/El Toro Road Interchange Project D	TBD	TBD	TBD	TBD	TBD
	TBD	Aug-14	Jul-17	TBD	TBD
I-5, I-405 to SR-55 Project B	TBD	Sep-13	Jun-16	TBD	TBD
	TBD	Dec-13	Aug-16	TBD	TBD
I-5, SR-55 to SR-57 Project A	TBD	Jul-11	Jun-13	TBD	TBD
	\$46.3	Jun-11	Mar-14	Mar-16	Nov-18
I-5 Continuous HOV Lane Access	TBD	Jul-11	Mar-12	Jan-13	Dec-13
	\$7.7	Aug-11	Sept-14	Aug-15	May-17
SR-55, I-405 to I-5 Project F	TBD	Feb-11	Nov-13	TBD	TBD
	\$274.6	May-11	Oct-14	Oct-17	Aug-21
SR-55, I-5 to SR-91 Project F	TBD	TBD	TBD	TBD	TBD
	TBD	Jan-15	Jun-17	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella Project G	TBD	TBD	TBD	TBD	TBD
	TBD	Jul-15	Jun-17	TBD	TBD
SR-57 (NB), Katella to Lincoln Project G	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
	\$38.4	Apr-08	Nov-09	Dec-10	Sep-14
SR-57 (NB), Katella to Lincoln Project G	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jul-10	Mar-16
SR-57 (NB), Orangethorpe to Yorba Linda Project G	\$80.2	Aug-05	Dec-07	Dec-09	Mar-14
	\$56.9	Aug-05	Dec-07	Jul-09	Mar-14
SR-57 (NB), Yorba Linda to Lambert Project G	\$79.3	Aug-05	Dec-07	Dec-09	Jul-14
	\$56.5	Aug-05	Dec-07	Jul-09	Dec-13

Measure M2

Progress Report



Capital Projects	Cost Budget/Forecast (in millions)	Schedule Plan/Forecast			
		Begin Environmental	Complete Environmental	Complete Design	Complete Construction
SR-57 (NB), Orangethorpe to Lambert Project G	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Jun-14	Dec-15
SR-57 (NB), Lambert to Tonner Canyon Project G	TBD	TBD	TBD	TBD	TBD
	TBD	Jun-16	May-19	TBD	TBD
SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1	Jul-07	Apr-10	Feb-12	Apr-16
	\$68.3	Jul-07	Jun-10	Apr-12	Apr-16
SR-91, SR-57 to SR-55 Project I	TBD	Feb-14	Sep-16	TBD	TBD
	TBD	Feb-14	Sep-16	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
	\$48.7	Jul-08	May-11	Feb-13	Jul-16
SR-91, SR-55 to SR-241 Project J	\$128.4	Jul-07	Jul-09	Jan-11	Dec-12
	\$81.5	Jul-07	Apr-09	Aug-10	Mar-13
SR-91, SR-55 to SR-241 Project J	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	Feb-13	Oct-14
SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5	Mar-05	Dec-07	Dec-08	Nov-10
	\$57.8	Mar-05	Dec-07	Dec-08	Jan-11
I-405, Continuous HOV Lane Access	TBD	Jul-11	Apr-12	Jan-13	Nov-13
	\$4.2	Aug-11	Jan-14	Oct-14	Jan-16
I-405, I-5 to SR-55 Project L	TBD	TBD	TBD	TBD	TBD
	TBD	Oct-14	Jun-17	TBD	TBD
I-405 Southbound, SR-133 to University Drive Project L	TBD	TBD	TBD	TBD	TBD
	TBD	Nov-14	Sep-15	Dec-16	Sep-18
I-405, SR-55 to I-605 Project K	TBD	Mar-09	Mar-13	TBD	TBD
	\$1,254.5	Mar-09	Oct-14	Sept-14	Nov-19
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-09	Aug-14
	\$120.1	N/A	N/A	Jun-09	Feb-15
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-09	Jan-15
	\$169.4	N/A	N/A	Sep-09	Jan-15
I-405/SR-22/I-605 HOV Connector (Landscape)	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	May-09	Nov-16
I-605, I-605/Katella Interchange Project M	TBD	TBD	TBD	TBD	TBD
	TBD	Feb-16	Jan-18	TBD	TBD
Grade Separation Projects					
Sand Canyon Grade Separation Project R	\$55.6	N/A	Sep-03	Jul-10	May-14
	\$62.4	N/A	Sep-03	Jul-10	Aug-14
Raymond Grade Separation Project O	\$77.2	Feb-09	Nov-09	Aug-12	Jul-18
	\$98.1	Feb-09	Nov-09	Dec-12	Jul-18
State College Grade Separation (Fullerton) Project O	\$73.6	Dec-08	Jan-11	Aug-12	Mar-18
	\$80.3	Dec-08	Apr-11	Feb-13	Mar-18
Placentia Grade Separation Project O	\$78.2	Jan-01	May-01	Mar-10	Nov-14
	\$69.4	Jan-01	May-01	Jun-10	Aug-14



CAPITAL PROGRAM

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
Kraemer Grade Separation Project O	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
	\$66.6	Jan-01	Sep-09	Jul-10	Jul-14
Orangethorpe Grade Separation Project O	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
	\$110.2	Jan-01	Sep-09	Oct-11	Sep-16
Tustin/RoseGrade Separation Project O	\$103.0	Jan-01	Sep-09	Dec-11	May-16
	\$91.3	Jan-01	Sep-09	Jul-11	May-16
Lakeview Grade Separation Project O	\$70.2	Jan-01	Sep-09	Oct-11	Sep-15
	\$107.5	Jan-01	Sep-09	Jan-13	Mar-17
Ball Grade Separation Project R	TBD	TBD	TBD	TBD	TBD
	TBD	TBD	TBD	TBD	TBD
17th Street Grade Separation Project R	TBD	TBD	TBD	TBD	TBD
	TBD	TBD	TBD	TBD	TBD
Rail and Station Projects					
Rail-Highway Grade Crossing Safety Enhancement Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements Project R	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
	\$6.0	Sep-10	Jul-11	Jun-12	Jan-14
San Juan Capistrano Passing Siding	TBD	Aug-11	Jan-13	TBD	TBD
	\$26.9	Aug-11	Feb-14	Aug-15	Feb-18
Anaheim Rapid Connection Project S	TBD	Jan-09	Oct-14	TBD	TBD
	TBD	Jan-09	Nov-14	TBD	TBD
Santa Ana/Garden Grove Fixed-Guideway Project S	TBD	Aug-09	Mar-12	TBD	TBD
	\$252.0	Aug-09	Feb-14	Sept-16	Mar-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	Jan-15
	TBD	Jan-03	May-07	Feb-11	TBD
Orange Station Parking Expansion	TBD	Dec-09	Dec-12	Apr-13	TBD
	TBD	Dec-09	Oct-14	Mar-15	Sep-16
Laguna Niguel/Mission Viejo Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
	\$4.3	Jul-07	Dec-07	Aug-12	Oct-13
Anaheim Regional Transportation Intermodal Center Project R & T	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
	\$227.4	Apr-09	Feb-12	May-12	Nov-14

Measure M2

Progress Report



Orange County



