



February 24, 2014

To: Members of the Board of Directors

From: Darrell Johnson, Chief Executive Officer 

Subject: Measure M2 Progress Report for October 2013 Through December 2013

Overview

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

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

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of October 1, 2013 through December 31, 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 December 2013.

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

The following highlights reflect second quarter activities; recent developments are also included if available during the production of this staff report:

- The draft Project Study Report/Project Development Support (PSR/PDS) document for the State Route 57 northbound from Orangewood Avenue to Katella Avenue segment (Project G) was finalized during the quarter and was submitted to the California Department of Transportation (Caltrans) for approval on January 14, 2014.
- The construction contract for the State Route 91 project between the State Route 55 (SR-55) and the Tustin Avenue interchange (Project I) was awarded on November 10, 2013, and construction began in January 2014.
- The final Interstate 405 (I-405) PSR/PDS document for the I-405 project between the SR-55 and Interstate 5 (Project L) was approved and signed by Caltrans on December 10, 2013. This includes alternatives that consider the addition of general purpose lanes between Culver Drive and State Route 133 (SR-133), and operational improvements at the I-405 and SR-133 interchange. A request for proposals to conduct an environmental study was released on January 27, 2014. The environmental study is planned to begin in December 2014.
- Staff presented the Orange County Bridges Railroad Grade Separation Program's (Project O) amended funding plan to the Board on October 11, 2013. The Board approved staff's recommended funding plan to

support the revised estimated cost of \$623.75 million to complete the program. The project budget was subsequently increased by the Board to \$634.66 million in January of 2014 to address various project cost changes.

- The Metrolink Service Expansion Program (Project R) continues to be a challenge. OCTA deployed a total of ten new Metrolink intra-county trains in 2011, but despite reduced price day passes and extensive marketing efforts, ridership on these trains remains lower than desired. Staff has been working with partner agencies to address track sharing issues with the goal of modifying the service to extend to Los Angeles. Staff will return to the Board after further discussions with BNSF Railway, the Riverside County Transportation Commission, and the Los Angeles County Metropolitan Transportation Authority conclude and agreements are reached on the best approach on the redeployment of this service.
- The two fixed-guideway projects, the Anaheim Rapid Connection (ARC) and the Santa Ana-Garden Grove Fixed-Guideway (both of Project S), continue to move forward through the project development process. OCTA has also 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 are anticipated to be presented to the Board next quarter.

During the quarter, staff continued to work with the ARC project team on environmental work, including discussions on scope, schedule, and supporting engineering work. Consistent with Board's direction, staff is working with the City of Anaheim to develop cost containment strategies. A public environmental scoping meeting for the ARC project took place on January 14, 2014.

OCTA continued to facilitate the efforts of the Santa Ana-Garden Grove project team on meeting environmental requirements specified by the Federal Transit Administration (FTA) and the State of California. The draft environmental assessment/environmental impact report is pending FTA approval before it is released to the public for comment.

- The Fare Stabilization Program (Project U) continues to be closely monitored. Since the inception of the program, staff has been providing regular updates to the OCTA Board to reflect a concern with program funding levels due to the impacts of the recession and higher participation levels. The last program update to the Board (February 2013) reported that funding levels may only be sufficient until fiscal year (FY) 2019-20.

The most recent review of the funding levels indicates the shortfall will occur in the current FY. Staff plans to bring an item on this matter to the Finance and Administration Committee on February 26, 2014.

- The Environmental Cleanup Program's (Project X) funding recommendations for the third Tier 1 call for projects was approved by the OCTA Board on September 23, 2013, in the amount of \$2.83 million. The execution of letter agreements is underway for these projects. The second Tier 2 call for projects concluded on September 20, 2013, with approximately \$25.3 million available. Staff has been working with the M2 Allocation Committee on the evaluation of the 17 project applications received. Board approval of the Tier 2 funding recommendations is anticipated in April 2014.
- An Organizational Readiness Study was conducted to ensure successful delivery of the Board-approved M2020 Plan. The study was initiated in November 2012, and a final report was presented this quarter to the Board (November 25, 2013). The findings were recommendations centered on process improvements, staff resource modifications, and structural adjustments to reflect changes in the work effort as a result of the progression of projects and programs within M2. Along with the staff report to the Board, staff prepared an action list of items of follow-up items along with timelines. The Program Management Office will ensure all items are addressed as indicated.
- The M2 Performance Assessment required in M2 Ordinance No. 3 concluded in early 2013. This second assessment, covering the time period of July 1, 2009 through June 30, 2012, was presented to the Board in April 2013 and included 12 findings. Staff presented an action plan to respond to each of the findings and committed to address all findings by the end of the 2013 calendar year. All findings have been addressed and a staff report summarizing the actions was presented to the Board on January 27, 2014.

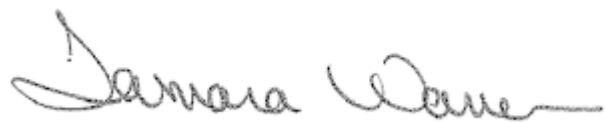
Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from October 2013 through December 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 – Second Quarter of Fiscal Year 2013-14 –
October 1, 2013 through December 31, 2013

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Approved by:



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Second Quarter Highlights:

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



Measure M2

Progress Report

Second Quarter of Fiscal Year 2013-14
October 1, 2013 through December 31, 2013



Measure M2

Progress Report



PROGRESS REPORT

SUMMARY



As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from October 1, 2013 through December 31, 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

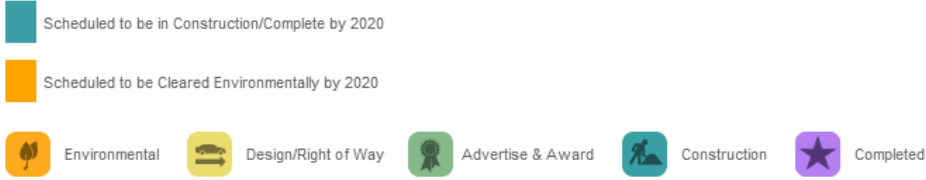
Progress Report



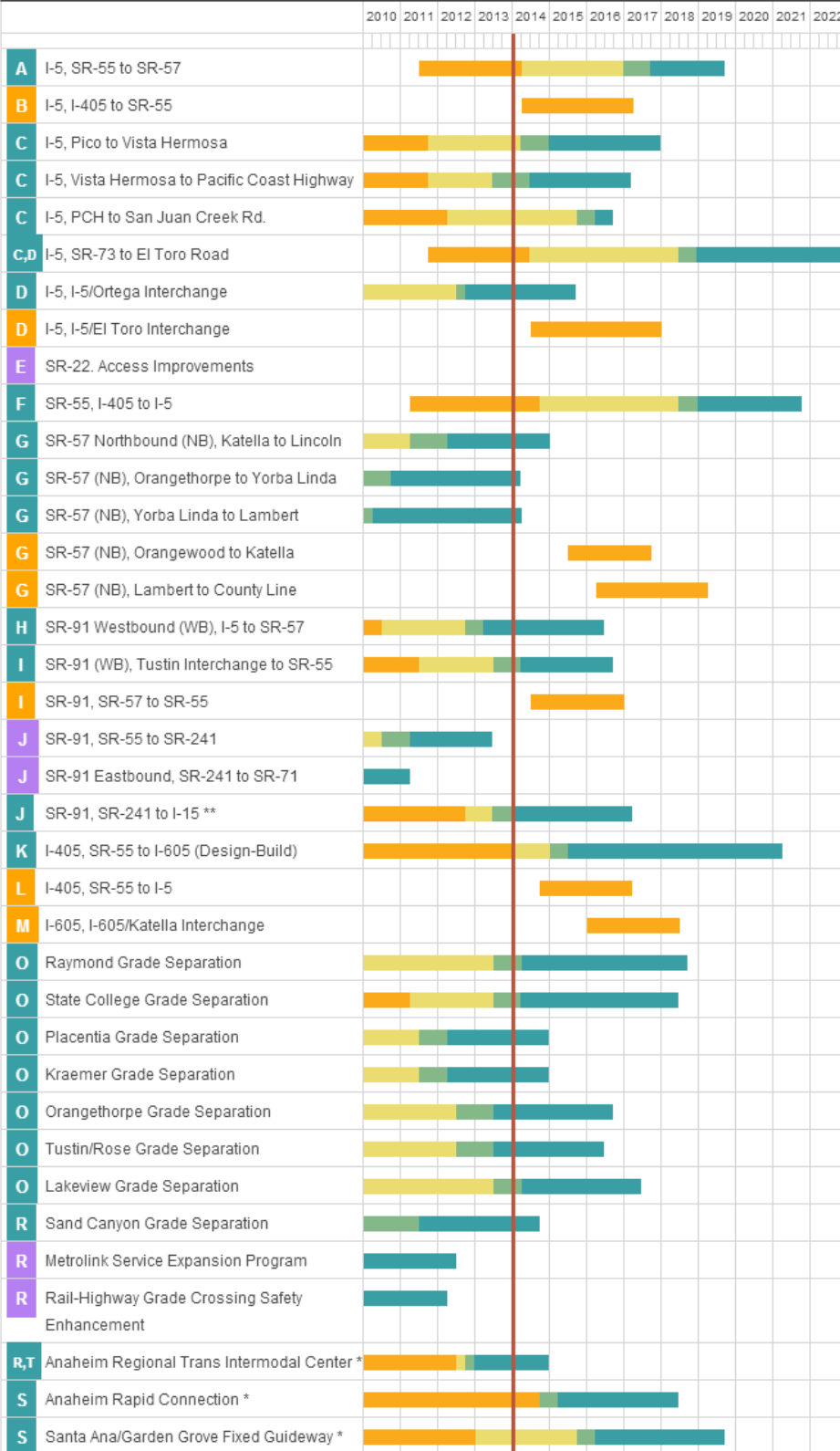
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Project Schedules



M2 Projects and Programs



* 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
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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.

One of the 14 projects is already complete, SR-91 between SR-55 and SR-241 (Project J) and seven projects are either currently under construction or will begin construction next quarter. Two more are slated to begin construction in mid to late 2014. The four remaining projects are moving through the project development process and are currently in the environmental phase. For more details, see previous page (Project Schedules).

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

One of the nine projects is already environmentally cleared through RCTC's Corridor Improvement Program, SR-91 between SR-241 and SR-71 (Project J) and the remaining eight projects are scheduled to begin environmental phasing as shown on the previous page (Project Schedules).

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

To date, more than \$4 million in projects are complete, with more than \$39 million currently in construction phases, as well as more than \$634 million committed to the OC Bridges grade separation projects, which are currently in construction. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, approximately \$104 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 M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. The current Call for Projects totaling \$12 million was released on August 25, 2013 with the deadline for applications on October 25, 2013. To date, OCTA and local agencies have synchronized 1,074 intersections along 269 miles of streets. It is anticipated that over the next three years, more than 1,350 signals will be synchronized. 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.

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

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. This 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 will return to the Board with the agreed plan.

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 approximately \$11 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. The substantial 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, more than \$16 million in Project U funding has been provided under M2 for the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program.



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

On June 24, 2013, the OCTA Board of Directors approved up to \$9.8 million to fund five projects received as part of the first Call for Projects. OCTA staff continues to work with the cities to execute any necessary agreements and procure buses for the community circulators. All participating cities will have services in place by the end of 2014. The next Project V Call for Projects is anticipated to be held in 2016.

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

The Freeway Mitigation Program is proceeding as planned, with six properties acquired (1,150 acres), and eight of the 11 restoration projects approved by the Board underway (totaling approximately 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 early 2014. The public will have an opportunity to provide input 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 \$8.4 million have been authorized by the OCTA Board totaling 86 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.	Findings from the completed organizational assessment indicate some resource needs and adjustments but no fatal flaws.
	2 Realistic assessment of delivery schedules and required resources.	The organizational assessment reviewed best practices and peer agency approaches to project schedule and resource analysis.	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 assessed the ROW department's resources, capabilities, and workload, and developed recommendations to address the needs of M2 and the M2020 Plan.	Findings have indicated an issue with the current ROW resources. Recommendations on how to address this issue will be included in the 2014/15 proposed budget.
	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. Findings from the Organizational Assessment indicate the need for additional resources if OCTA decides to move forward as the owner/ operator of guideways 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) and delay in selecting a preferred alternative did impact the delivery schedule. This project, as well as others, will be closely monitored and impacts will be communicated to the Board.
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 organizational assessment conducted a workload analysis to determine what is required for staffing and contracting out to deliver the M2020 Plan. The review in particular focused on contracting, project management, project controls, and accounts payable resources. Proposed actions also include partnering with Caltrans to align priorities and resources, and ensuring timely implementation of Breaking Down Barriers objectives.	The Organizational Assessment recommended department structure changes and resource needs. Caltrans resources are also a concern and OCTA staff will continue to work with them to address our needs. OCTA resource needs adjustments will be included in the 2014/15 proposed budget.
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 lane 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, work continued on the noise study report and the mandatory design exception fact sheets. Ramp Options A and B, which proposes to replace the I-5 southbound on-ramp at 1st Street, was eliminated from further consideration due to design and operational issues from Caltrans and the City of Santa Ana. OCTA staff held a Stakeholder Working Group Meeting in November and continued to work 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 Project B include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in other segments within the project limits. During this quarter, negotiations with the selected consultant concluded and the contract package was submitted to Caltrans in November for audit. Environmental study work is anticipated to begin in February 2014.

Project C & Part of Project D

Segment: I-5 Between SR-73 and El Toro Road
Status: Finalizing Environmental Study

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

Summary: The environmental study 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 was circulated for public review during this quarter. 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 previous quarter, the Environmental Assessment was approved by Caltrans and the Draft Environmental Document was released for a 30-day public review period. During this quarter, the public review period closed on October 7, 2013. Approximately 80 comment letters were received from regional and local agencies and members of the public. Draft responses were prepared and reviewed with Caltrans staff. On November 20, 2013, the Project Development Team made up of technical stakeholders from OCTA, project area cities, county and Caltrans recommended Alternative 2 as the Preferred Alternative. Coordination is continuing with the cities on the proposed soundwalls throughout the project limits. Preparation of the Final Environmental Document and Final Project Report began and will be submitted to Caltrans for review. 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: Transportation improvements will soon be underway along the I-5 between Avenida Pico and San Juan Creek Road in San Clemente, Dana Point, and San Juan Capistrano. 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 this quarter, Segment 1 final design comments were received from Caltrans, the project consultant is currently working on responding to those comments, and a cooperative agreement with Caltrans for Segment 1's construction phase was executed. For Segment 2, applications to obtain the E-76 for construction were submitted to Caltrans and the Federal Highway Administration. This project will be advertised as soon as the E-76 for construction is approved which is anticipated to take place next quarter. Segment 3's construction contract was awarded, a field office was selected, and contract negotiation is underway. 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 conducted several community open houses in San Juan Capistrano and San Clemente in November 2013. The open houses were a chance for the local residents, businesses and motorists to learn more about the upcoming construction work, talk with project representatives and sign up to receive the latest project information. Procurement for a community outreach contract is underway for the construction phase of the project. Segment 1's construction is anticipated to be complete in 2017, with Segment 2 and 3 anticipated in 2016.

Project D

Segment: I-5 / El Toro Road Interchange
Status: Final Draft PSR-PDS Complete and Under Final 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 final draft Project Study Report/ Project Development Support (PSR-PDS) Report was submitted to Caltrans for final review in November 2013. The final draft PSR-PDS report is anticipated for approval in January 2014.

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

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

Summary: Caltrans began construction in February 2013 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 this quarter, crews have been working to reconstruct the south half of the bridge. Falsework and forms were constructed to shape the new south half of the bridge and several concrete pours were completed in November and December 2013. The south half of the bridge is expected to be complete in summer 2014. At this time, crews will begin work to demolish and reconstruct the north half of the bridge. The entire bridge is scheduled to be complete in 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. This quarter, the Project Study Team has worked to revise technical studies and prepare a revised administrative Draft Project Report. The project team has continued to coordinate with Caltrans and city staffs to incorporate comments into the project documents. The draft Environmental Document is expected to be completed in May 2014.

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

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 has reviewed the draft Project Study Report (PSR), and the document is being updated to address all comments prior to submitting to Caltrans for review. All of the alternatives in the draft PSR include the addition of one general purpose lane in each direction between SR-22 and Fourth Street. Other improvements being considered beyond the lane additions 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. This quarter, OCTA staff negotiated, finalized, and executed a cooperative agreement with Caltrans to provide independent quality assurance of the Project Study Report/ Project Development Support (PSR/ PDS) document, which is the first step in initiating Caltrans review and finalization of a PSR/ PDS document. The draft SR-55 (I-5 to SR-91) PSR/PDS will be submitted for Caltrans’ review in early 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 moved forward on the SR-57 Northbound Freeway Widening Project, which will increase capacity and improve operations by adding a new, 8-mile northbound general purpose lane to the SR-57, as well as other improvements, through the cities of Anaheim, Fullerton, Placentia, and Brea. Work is underway at three northbound SR-57 segments:

During this quarter for the project's northern most segment, located between Yorba Linda Boulevard and Lambert Road, construction milestones included completing major ramp reconstruction and lane paving work. For the segment between Yorba Linda Road and Orangethorpe Avenue, crews entered the final leg of construction at the northbound Orangethorpe Avenue on-ramp as well as between Nutwood Avenue and Yorba Linda Road in the City of Fullerton. These northern segments are anticipated to be complete in March 2014.

Paving operations are fully underway on the project's southern-most segment, Katella Avenue to Lincoln Avenue. As part of this effort, crews imported tons of base material and concrete for lane paving work adjacent to various commercial and residential areas between Katella Avenue and Lincoln Avenue in the City of Anaheim. In support of this work, communication and outreach efforts included neighborhood meetings, canvassing and direct mailers. This segment is now approximately 84% complete and is on pace to be completed late 2014.

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

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

Summary: OCTA initiated a Project Study Report (PSR) 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 northbound general purpose lane currently under construction between Katella and Lincoln Avenue. One alternative would remove the existing lane-drop at Orangewood Avenue. Another alternative would create an auxiliary lane between the Orangewood Avenue loop on-ramp and Katella Avenue. The final alternative would create an auxiliary lane between the Orangewood Avenue diamond on-ramp and the Katella Avenue off-ramp. This quarter, OCTA staff negotiated, finalized, and executed a cooperative agreement with Caltrans to provide independent quality assurance of the Project Study Report/ Project Development Support (PSR/ PDS) document, which is the first step in initiating Caltrans review and finalization of a PSR/ PDS document. Staff also finalized development of the draft PSR/ PDS document for Caltrans review, and anticipate submitting the document, consistent with Caltrans' request, early in next quarter.

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. Implementation of this project will provide an additional general purpose lane on SR-91 in the westbound direction between Anaheim and Fullerton. Construction crews have been demolishing the north edges of six bridges to add additional width for expansion needs. The bridges remain open to traffic. Construction is underway with progress at approximately 20%. This project is anticipated to be complete in mid-2016. On the public communications front, staff has conducted briefings and presentations for city officials, as well as hosted neighborhood meetings in key residential communities.



Project I

Segment: SR-91 Between SR-55 and Tustin Avenue Interchange
Status: Construction to Begin Soon

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. The project includes reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The contract is moving through the Caltrans award process, with construction expected to start in January 2014.

Segment: SR-91 Between SR-57 to SR-55
Status: PSR-PDS Under Review

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

Summary: This project will increase freeway capacity by adding both an eastbound general purpose lane between SR-57 and SR-55 and a westbound general purpose lane between Kraemer Boulevard to State College Boulevard, and will make freeway-to-freeway connector improvements in the northbound direction between SR-57 and SR-91. OCTA initiated a Project Study Report-Project Development Support Document (PSR-PDS), and during this quarter, the draft PSR continues to be reviewed by Caltrans. Approval of the PSR-PDS is expected in early 2014.

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. Construction was complete January 2011. Construction of this project provided an additional eastbound general purpose lane on SR-91 and widened all existing eastbound lanes and shoulders to standard widths.



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

Segment: Segment: SR-91, Between SR-241 and I-15
Status: RCTC's Design-Build Underway

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. On December 11, 2013, RCTC's contractors broke ground on this \$1.3 billion freeway improvement project, which will deliver new general purpose lanes, extend tolled express lanes and construct various interchange and operational improvements between State Route 241 in northeastern Orange County and Interstate 15 in Riverside County. During this quarter, contractors established a project field office, conducted pre-construction meetings and began developing and implementing a comprehensive communications, media relations and outreach program in coordination with OCTA, Caltrans, as well as other partners and stakeholders.

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. After subsequent OCTA studies were completed, on December 9, 2013, the OCTA Board of Directors voted to reaffirm the Board of Directors' original October 22, 2012 decision selecting Alternative 1 as the locally preferred alternative, which adds one general purpose lane in each direction on Interstate 405 between Euclid Street and Interstate 605, while simultaneously working with federal, state, regional, and local partners on managed lanes issues. Within the Draft Environmental Impact Statement/ Draft Environmental Impact Report (EIS/EIR), the OCTA Board of Directors recommended that the California Department of Transportation select Alternative 1. The Preferred Alternative is scheduled to be selected by the Project Development Team in January 2014.

Measure M2

Progress Report



Project L

Segment: I-405 Between SR-55 and the El Toro "Y"
Status: PSR-PDS Approved

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

Summary: This project will add new lanes to the freeway from SR-55 to the I-5, and will also improve chokepoints at interchanges and add merging lanes near on/off ramps. This quarter, the final I-405 Project Study Report/ Project Development Support (PSR/ PDS) for Project L was approved by Caltrans. This 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 next step for this project is to begin the preparation of the Project Report and the environmental review process of the alternatives. The release of the request for proposals is anticipated next quarter and the study is anticipated to begin in late 2014.

Interstate 605 (I-605) Projects

Project M

Segment: I-605 Interchange Improvements
Status: PSR-PDS 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. Improvements under this project may include enhancements at the on- and off-ramps in addition to operational improvements on Katella Avenue at the I-605 interchange. The project study team is developing the Purpose and Need Statement for the project. The Project Study Report-Project Development Support (PSR-PDS) report 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: Renewed Measure M's Freeway Service Patrol (FSP) began operation in June 2012 and provides tow truck service for motorists with disabled vehicles on the freeway system to quickly clear freeway lanes and minimize congestion. During this quarter, the mid-day service provided assistance to 1,051 motorists, weekend service provided assistance to 595 motorists, and construction service provided assistance to 1,240 motorists.



STREETS & ROADS

Project O

Status: **Regional Capacity Program**
2014 Call for Projects Underway

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

Summary: This program, in combination with required local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. Last quarter in August 2013, the Board authorized staff to issue the 2014 Regional Capacity Program Call for Projects, with approximately \$35 million in funding available for programming. This quarter, 26 applications for funding were received from 15 local agencies. During the months of November and December 2013, OCTA staff worked with the local agencies to review and prioritize the applications. OCTA staff anticipates bringing programming recommendations to the Technical Advisory Committee in the next quarter, with anticipated final approval by the OCTA Board of Directors early in summer 2014.

Status: **OC Bridges Railroad**
Grade Separation Program

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

Summary: On October 11, 2013, OCTA staff presented an amended funding plan for the OC Bridges Railroad Grade Separation Program Budget Update to the OCTA Board of Directors. The Board approved the staff's recommended funding plan to support the revised estimated cost of \$623.749 million to complete the OC Bridges Railroad Grade Separation Program.

Segment: **Raymond Grade Separation**
Status: Construction to Begin Soon

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

Summary: The project located at Raymond Avenue Railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. At the request of the City of Fullerton, on August 13, 2012, the OCTA Board of Directors approved an amendment to the cooperative agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation for this project. The City released the advertisement for construction on October 10, 2013 and the bid opening was held on December 9, 2013 with the low bidder's proposal coming in over the committed funding. The previous anticipated total cost at completion was \$98.14 million, and the new estimated cost at completion is \$112.19 million. A funding plan and program adjustment will be brought to the Board in January 2014. A contract for the clearance of right-of-way was awarded on October 28, 2013. Advanced utility work is anticipated to begin in January 2014, with construction following in early 2014 with expected completion in early 2017.

Segment: **State College Boulevard Grade Separation**
Status: Construction to Begin Soon

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

Summary: The project located at State College Boulevard railroad crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. At the request of the City of Fullerton, on August 13, 2012, the OCTA Board of Directors approved an amendment to the cooperative agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation. The City released the advertisement for construction on September 30, 2013 and the bid opening was held on November 4, 2013 with the low bidder's proposal coming in over the committed funding.

Measure M2

Progress Report



The previous anticipated total cost at completion was \$80.25 million, and the new estimated cost at completion is \$86.00 million. A funding plan and program adjustment will be brought to the Board in January 2014. Advanced utility work began in December 2013. Construction is anticipated to begin in early 2014 and is expected to be completed by mid-2016.

Segment: Placentia Avenue Grade Separation
Status: Construction Underway

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

Summary: The project located at Placentia Avenue railroad 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 and preparation for the upcoming closure of Placentia Avenue in January 2014. Construction progress is approximately 79% complete, with total project completion anticipated by summer of 2014.

Segment: Kraemer Boulevard Grade Separation
Status: Construction Underway

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

Summary: The project located at Kraemer Boulevard railroad 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 this quarter included construction of the pump station, retaining walls, sound walls, large drainage facilities, reconstruction of masonry walls within residential backyards, and export of dirt removal. Construction progress is approximately 74% complete with total project completion anticipated by summer of 2014.

Segment: Tustin Avenue/ Rose Drive Grade Separation
Status: Construction Underway

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

Summary: The project located at Tustin Avenue/ Rose Drive railroad crossing will grade separate the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. OCTA is overseeing construction which continued during the quarter. 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, retaining walls, sewer line, and temporary bridge crossing at the Atwood Channel. Construction progress is approximately 10% complete and the project is expected to be completed by mid-2016.

Segment: Lakeview Avenue Grade Separation
Status: Construction to Begin Soon

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

Summary: The project located at Lakeview Avenue railroad crossing will grade separate the local street from railroad tracks in the Cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. OCTA released the advertisement for construction on September 20, 2013, and the bid opening was held on October 29, 2013. The OCTA Board of Directors awarded the bid on November 25, 2013. Advanced utility work is anticipated to begin in January 2014. Construction is anticipated to begin by early 2014, and is expected to be completed by mid-2016.

Measure M2

Progress Report



Segment: Orangethorpe Grade Separation
Status: Construction Underway

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

Summary: The project located at Orangethorpe Avenue railroad crossing will grade separate the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. OCTA is overseeing construction which continued during the quarter. The main elements of work this quarter included utility relocation, clearing of vegetation, stockpile of imported dirt, and construction of sewer line, water line, storm drain and bypass road. Construction progress is approximately 8% complete and the project is expected to be completed by mid-2016.

Project P

Status: **Regional Traffic Signal Synchronization Program (RTSSP)**
On-going

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

Summary: This program targets over 2,000 signalized intersections across Orange County for coordinated operation. When completed, this project can increase the capacity of the street grid and reduce traffic delay by over six million hours annually. To date, OCTA and local agencies have synchronized 1,074 intersections along 269 miles of streets. (See map on the following page.)

Sixteen fiscal year (FY) 2010-11 Regional Traffic Signal Synchronization Program (RTSSP) projects are all underway. All sixteen projects will implement new signal timing and signal system improvements by December 2014. When completed, these projects will synchronize 550 intersections on 151 miles of roadways.

Twenty-three FY 2011-12 RTSSP projects are underway with implementation of signal timing and signal system improvements having begun. All twenty-three projects are in progress with implementation of signal timing and signal system improvements to be completed in December 2015. When completed, these projects will synchronize 522 intersections on 288 miles of roadways.

Fourteen FY 2012-13 RTSSP projects have been funded. Administrative agreements are being developed for the fourteen projects. All projects are expected to start soon with implementation of signal timing and signal system improvements anticipated to be completed in December 2016. When completed, these projects will synchronize 416 intersections on 108 miles of roadways.

A Call for Projects (call) for FY 2013-14 RTSSP was released for Project P on August 25, 2013. Local agencies submitted applications by October 25, 2013 and are currently being reviewed by OCTA staff. For this current call, up to \$12 million will be allocated towards providing signal synchronization benefits to Orange County streets. Award recommendations are expected to be presented to the Board of Directors in spring of 2014.

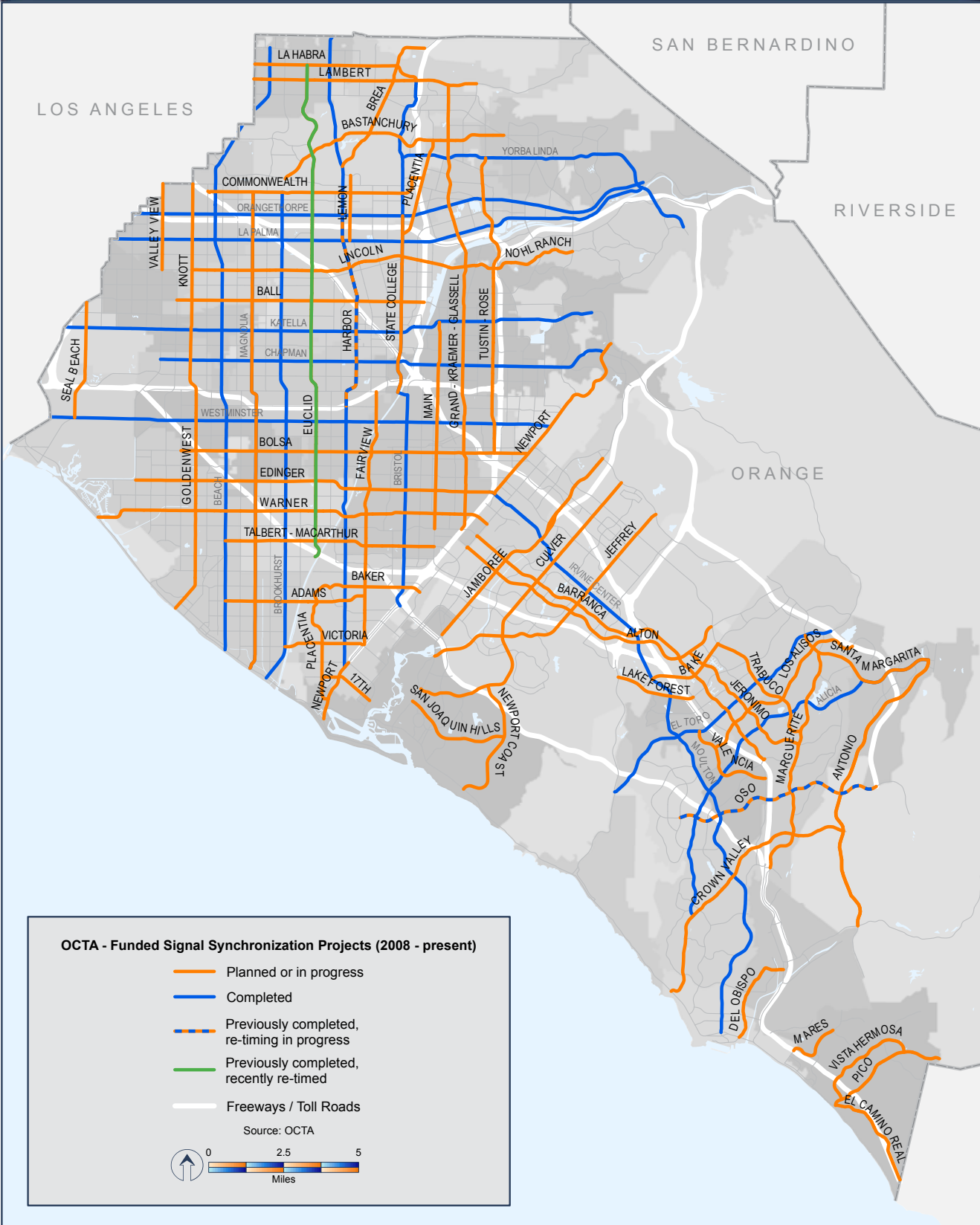
A separate project that works in tandem with the RTSSP is an update to the Intelligent Transportation Systems (ITS) Strategic Deployment Plan (SDP). The SDP is a long range planning document that communicates strategies for ITS deployment for all modes of transportation (auto, mass transit, bicycle,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

Measure M2

Progress Report



OCTA - Funded Signal Synchronization Projects (2008 - present)





Project Q

Local Fair Share Program

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

Summary: This program is intended to augment existing transportation expenditures of the cities of Orange County. 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 \$104 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.

Project R

TRANSIT PROGRAMS

High Frequency Metrolink Service

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



Contact: Michael Litschi
(714) 560-5581

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: Metrolink Service Expansion Program – Service Ongoing

Contact: Michael Litschi
(714) 560-5581

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. Part of OCTA's re-deployment consideration 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 BNSF, the Riverside County Transportation Commission, and the Los Angeles County Metropolitan Transportation Authority to address any track-sharing issues, and plans to return to the OCTA Board of Directors with an update once an agreement is reached.

Sand Canyon Grade Separation

Status: Construction Underway

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

Summary: The project located at Sand Canyon Avenue railroad 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 this quarter. The main elements of work underway this quarter included construction of the pump station, retaining walls, storm drains, water line and sewer, relocation of Kinder Morgan facilities and export of dirt removal. Construction is approximately 74% complete and the project is expected to be completed by mid-2014.



Project S

Summary: This project established a competitive program for local jurisdictions to broaden the reach of the rail system and link communities with the central core of Orange County. 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 OCTA Board of Directors in early 2014.

Anaheim Rapid Connection (ARC) Project

Status: Public Scoping for Environmental Document Underway

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

Summary: On November 7, 2013 OCTA and the ARC project team held a conference call with the Federal Transit Administration (FTA) to discuss environmental document notices and scoping. FTA provided direction that an Environmental Assessment (EA) would be the appropriate document for compliance with the National Environmental Policy Act (NEPA). OCTA continued to work closely with the ARC project team on environmental work, including discussions on scope, schedule, and supporting engineering work. Consistent with Board of Directors' direction, OCTA is also working with the City of Anaheim to develop cost containment strategies including a peer system cost review and streetcar design database. A public environmental scoping meeting for the ARC project is scheduled for January 14, 2014.

Santa Ana-Garden Grove Fixed Guideway Project

Status: Development of Revised EA/ EIR

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

Summary: OCTA continued to work with the Santa Ana-Garden Grove project team on meeting cultural resource requirements specified by the Federal Transit Administration (FTA) and the State Historic Preservation Office (SHPO). OCTA reviewed the revised letter to SHPO and supporting documentation prepared by the Santa Ana-Garden Grove project team, and held conference calls to discuss comments and next steps. The Draft Environmental Assessment/Environmental Impact Report (EA/ EIR) is pending FTA approval before it is released to the public for comment.

Transit Extensions to Metrolink (Bus and Station Van Extension Projects)

Status: 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, the City of Irvine's Vanpool connection from Oakley to the Irvine Station and the Anaheim Canyon Metrolink Station Bus Connection (Route 20) in the City of Anaheim are both in service. The City of Lake Forest's Vanpool connection from Panasonic to the Irvine Station is scheduled to begin in early 2014. The service associated with Invensys Incorporated has been cancelled at the request of the participant, and the funds have been 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 (ARTIC)

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

Status: Construction Underway

Summary: The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC). Douglass Road was closed for grading and installation of underground utilities, and is scheduled to re-open in late March 2014. Other construction activities this quarter included replacement of a railroad bridge over Douglass Road, the paving of one of three parking lots, the continuation of work on the underground pedestrian and baggage tunnels and associated ramps, and the start of the steel roof arch placement at the Main Terminal Building. The substantial completion date remains on schedule for November 2014.

Project U**

Summary: This project will expand mobility choices for seniors and persons with disabilities, including the Senior Mobility Program (SMP), the Senior Non-emergency Medical Transportation Program (SNEMT), and the Fare Stabilization Program. In total, more than \$16 million in Project U funding has been provided under M2.

Senior Mobility Program*

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

Status: Distribution of Funds to Participating City Agencies is On-going

Summary: One percent of net revenues continues and expands local community van service for seniors under the Senior Mobility Program (SMP). More than \$386,729 in M2 Project U funding was paid out during the quarter to 29 cities participating in the SMP. This amount reflects monies paid out during the month of November 2013. The SMP continues to grow. When the program was initiated in 2011, 20 cities participated, and as of December 2013 that number has increased to 30. With 34 cities in the county, we expect nearly all cities to participate in the Senior Mobility Program within the next year and nearly all of the one percent M2 funding allocation will be utilized.

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

***The last edition of this report (M2 Progress Report, First Quarter of FY 2013-14) incorrectly reported total amount paid out (\$778,352) during that quarter under SMP due to an addition of two payment cycles instead of one. The correct amount paid out in the First Quarter of FY 2013-14 for SMP was \$392,057.*

Measure M2

Progress Report



Senior Non-emergency Medical Transportation Program*

Status: Distribution of Funds is On-going

Summary: One percent of net revenues supplement existing countywide senior non-emergency medical transportation services. Between the SMP and the SNEMT Program, nearly 61,000 SMP trips were provided this quarter for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. More than \$422,229 in M2 Project U funding was paid to the County of Orange during the quarter to provide services for the Senior Non-emergency Medical Transportation Program (SNEMT). This amount reflects monies paid out during the month of November 2013.

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

Fare Stabilization Program

Status: On-going

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

Summary: One percent of net revenues are dedicated to stabilize fares and provide fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Approximately \$686,000 in revenue was received this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. It is anticipated that all of the funding received this quarter will be utilized to stabilize fares for the second quarter. Since the inception of the Fare Stabilization Program, staff has been providing regular updates to the OCTA Board of Directors to reflect a concern with funding levels for the program due to the impacts of the recession. The last program update to the Board in February 2013 reported that funding levels may only be sufficient until FY 2019-20. The most recent review of the funding levels indicate the shortfall will occur even sooner than reported. Staff will return to the Board next quarter with an update based updated revenue and expenditure information. Staff continues to monitor the status of the Fare Stabilization Program, and any necessary amendments to the Fare Stabilization Program will be discussed with the Board and considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016.

Project V

Community Based Transit/ Circulators

Status: Status: Executing Agreement Documents

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

Summary: The OCTA Board of Directors approved five funding applications for the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest 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. Staff continues to work with the cities to execute any necessary agreements and procure buses for the community circulators. All participating cities will have services in place by the end of 2014. The next Project V Call for Projects is anticipated to be held in 2016.



ENVIRONMENTAL

Project W

Safe Transit Stops

Status: Guidelines Development On-going

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

Summary: Staff continues to develop draft Project W guidelines that will be brought to the OCTA Board of Directors in spring 2014. The initial round of funding will be focused on installing or upgrading shelters, lighting, seating, and waste receptacles at the 50 busiest bus stops. Staff is proposing that local agencies be responsible for design, construction, and maintenance of these passenger amenities. Funding would be allocated via negotiated agreements with the 11 jurisdictions containing the top 50 busiest bus stops. Staff also proposes allocating up to 20% of the funds toward OCTA development of regional, customer-facing technologies that benefit these bus stops.

Project X

Environmental Cleanup

Status: On-going

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

Summary: The M2 Allocation Committee is charged with making recommendations to the OCTA Board of Directors 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 of Directors approved the funding recommendations for the third Tier 1 call for projects on September 23, 2013 in the amount of \$2.83 million. The execution of letter agreements are underway for these projects. The second Tier 2 call for projects concluded on September 20, 2013 with approximately \$25.3 million available. Staff has been working with the M2 Allocation Committee on the evaluation of the 17 project applications received. The Board of Directors' 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

Summary: To date, the OCTA Board of Directors has approved 11 restoration projects for funding, totaling approximately 400 acres. Five Round One projects are currently underway and staff is engaged in the review process as well as facilitating the implementation of these projects. All of the restoration project plans are near completion and have been approved or are near approval by the wildlife and regulatory agencies. These steps are required in order for the regulatory agencies to issue permits to OCTA for the M2 freeway improvement projects. During this



quarter, OCTA staff continued to work with the four Second Round project sponsors (for six different projects) on the technical documents and draft restoration plans. While technical documents and draft restoration plans are developed and completed, OCTA staff will coordinate with the Army Corps of Engineers (Corps), the State Water Resources Control Board, the California 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 was able to obtain verification on three of the Second Round restoration projects containing federal jurisdictional resources. These project sponsors are in the process of completing technical documents based on the Corps input. A field visit is still needed for one additional restoration project containing federal jurisdictional resources. Two of the restoration projects do not contain federal jurisdictional resources and as such, only require coordination with the wildlife agencies. 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 the City of 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, OCTA staff will engage the Environmental Oversight Committee in determining which properties should receive offers using the remaining funds. OCTA staff is currently finalizing an offer for an additional property. If the transaction is successful, the purchase will be announced in early 2014. Staff also conducted field verification visits with the Corps this quarter on all of the acquired properties in order to verify the federal jurisdictional resources/ waters. These resources have been documented and revised to reflect suggested edits by the Corps in the biological technical documents for the properties. The resources are important to document in order to capture “credit” that OCTA can use in the future permitting efforts for thirteen M2 freeway projects.

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. OCTA staff revised these documents based on the wildlife agencies’ input, which included more comments than originally anticipated. In January 2014, OCTA staff will seek approval to release these documents to the public for a 90-day comment period. If the OCTA Board of Director’s approve the release, the documents are expected to become available to the public in February 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 ten years, from initiation to approval of the final documents. OCTA is on target to complete the NCCP/ HCP in a shorter timeframe than the norm. Typically, a 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 approved funding for 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.



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

OCTA Organizational Readiness Assessment

To ensure successful delivery of the OCTA Board of Directors (Board) approved M2020 Plan, an Organizational Readiness Study was initiated in November 2012 and a final report was presented to the Board on November 25, 2013. The findings were 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. Along with the staff report to the Board was an action list for follow up. The PMO will ensure all items are addressed as indicated.

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 was 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, and concluded in November 2013. A graduation ceremony will take place in January 2014 to recognize the attendees who completed the program.

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 January 2014.

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. Currently, more than 3,000 documents have been uploaded into the center.



M2 Administrative Ordinance Amendment

On October 11, 2013, the Board directed staff to schedule a public hearing to consider an amendment to Ordinance No. 3 to modify the Taxpayers Oversight Committee (TOC) membership eligibility requirements. A public hearing on the proposed amendment took place on November 25, 2013. Following the public hearing the Board approved the Ordinance amendment which 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 requires 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. Following Board approval on November 25, the amendment becomes effective 45 days later which will be January 9, 2014.

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 had borrowed approximately \$5.2 million from OCUTT. Following recommendations received through the February 2013 M2 Performance Assessment Final Report, staff adjusted the approach to 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.

Measure M2

Progress Report



Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. Staff met on October 16, 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.

Key Upcoming Activities

During the next quarter, the PMO will present to the Board the M2 Performance Assessment summary of all actions taken to address the findings. The PMO will also continue the annual update of the Ordinance Matrix which tracks all requirements in Ordinance No. 3 to ensure we document our compliance.



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

Current Forecast

OCTA staff projects that given the estimated sales tax receipts for fiscal year (FY) 2013-14, coupled with the blended growth rates from the universities for the remaining years in the M2 period (FY 2013-14 through FY 2040-41), the total nominal M2 sales tax collections will be approximately \$15.3 billion. The revenue forecast for the life of the M2 Program varies on a quarterly basis due to actual receipts from the previous quarter. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion.

Based on the estimated sales tax receipts for FY 2013-14, staff utilized current projections for the life of M2 and found they are approximately \$9 billion less than the original 2005 projection of \$24.3 billion. 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 projection. Over the last four quarters, the forecast has ranged between \$15.3 billion and \$15.6 billion. Sales tax receipts through the first quarter (FY 2012-13) were on budget, but fell below budget in the second quarter (FY 2012-13) due to less than anticipated receipts. Year-over-year sales tax receipts grew 5.46% from the first half of the prior fiscal year at 0.52% below the budget growth rate of 5.98%.

An update on the current annual projection, based on new university projections, was provided to the OCTA Board of Directors in October 2013. As of the close of this quarter, the current annual projection is \$15.3 billion. The three universities will present their economic updates to the Finance and Administration Committee in first quarter of FY 2014-15.

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

Measure M2

Progress Report



(\$ in thousands)	Quarter Ended Dec. 31, 2013	Year to Date Dec. 31, 2013	Period from Inception to Dec. 31, 2013
Revenues:		(A)	(B)
Sales taxes	\$69,320	\$ 140,628	\$718,856
Other agencies' share of Measure M2 costs:			
Project related	\$30,041	\$42,536	\$198,564
Interest			
Operating:			
Non-project related	\$1,070	\$1,996	\$3,522
Bond proceeds	(\$374)	\$2,714	\$18,922
Debt service	\$1	\$3	\$35
Commercial paper	---	---	395
Right-of-way leases	\$45	\$45	\$396
Miscellaneous			
Project related	---	---	\$13
Non-project related	---	---	\$7
Total revenues	\$100,137	\$188,001	\$940,790
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	\$806	\$1,612	\$7,384
Professional services:			
Project related	\$4,887	\$5,343	\$166,580
Non-project related	\$685	\$882	\$9,154
Administration costs:			
Project related	\$1,753	\$3,506	\$23,241
Non-project related	\$1,375	\$2,749	\$26,696
Other:			
Project related	\$70	\$94	\$815
Non-project related	\$7	\$13	\$3,513
Payments to local agencies:			
Project related	\$34,242	\$41,107	\$267,384
Capital outlay:			
Project related	\$39,981	\$53,853	\$284,551
Non-project related	---	---	\$32
Debt service:			
Principal payments on long-term debt	---	---	\$6,410
Interest on long-term debt and commercial paper	\$27	\$11,134	\$60,841
Total expenditures	\$83,833	\$120,293	\$856,601
Excess (deficiency) of revenues over (under) expenditures	\$16,304	\$67,708	\$84,189
Other financing sources (uses):			
Transfers out:			
Project related	(\$457)	(\$922)	(\$6,803)
Transfers in:			
Project related	\$1,326	\$1,326	\$33,249
Non-project related	(\$1,326)	\$16,424	\$16,424
Bond proceeds	---	---	\$358,593
Total other financing sources (uses)	(\$457)	\$16,828	\$401,463
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$15,847	\$84,536	\$485,652

Measure M2

Progress Report



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

(\$ in thousands)	Quarter Ended Dec. 31, 2013 (actual)	Year Ended Dec. 31, 2013 (actual)	Period from Inception to Dec. 31, 2013 (actual)	Period from Jan. 1, 2014 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Tax Revenues:					
Sales taxes	\$69,320	\$140,628	\$718,856	\$14,722,876	\$15,441,732
Operating Interest	\$1,070	\$1,996	\$3,522	\$772,632	\$776,154
Total tax revenues	\$70,390	\$142,624	\$722,378	\$15,495,508	\$16,217,886
Administrative expenditures:					
SBOE fees	\$806	\$1,612	\$7,384	\$220,932	\$228,316
Professional services, non-project related	\$577	\$774	\$5,797	\$100,099	\$105,896
Administration costs, non-project related	\$1,375	\$2,749	\$26,696	\$140,603	\$167,299
Transfers out, non-project related	---	---	---	\$20,608	\$20,608
Other, non-project related	\$7	\$13	\$3,513	\$26,497	\$30,010
Capital outlay, non-project related	---	---	\$32	---	\$32
Environmental cleanup	\$2,152	\$2,737	\$4,720	\$309,910	\$314,630
Total expenditures	\$4,917	\$7,885	\$48,142	\$818,650	\$866,792
Net tax revenues	\$65,473	\$134,739	\$674,236	\$114,676,858	\$15,351,094
		(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	(\$374)	\$2,714	\$18,922	\$26	\$18,948
Interest revenue from debt service funds	\$1	\$3	\$35	\$55	\$90
Interest revenue from commercial paper	---	---	\$395	---	\$395
Total bond revenues	(\$373)	\$2,717	\$377,945	\$1,450,081	\$1,828,026
Financing expenditures and uses:					
Professional services, non-project related	\$108	\$108	\$3,357	---	\$3,357
Bond debt principal	---	---	\$6,410	\$1,450,058	\$1,456,468
Bond debt and other interest expense	\$27	\$11,134	\$60,841	\$1,066,040	\$1,126,881
Total financing expenditures and uses	\$135	\$11,242	\$70,608	\$2,516,098	\$2,586,706
Net bond revenues (debt service)	(\$508)	(\$8,525)	\$307,337	(\$1,066,017)	(\$758,680)

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of December 31, 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	\$26,575	\$605,065	\$604,672	\$604,672
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	\$67,014	\$1,525,794	\$1,435,535	\$1,435,535
E	SR-22 Garden Grove Freeway Access Improvements	\$6,785	\$154,485	\$154,485	\$154,485
F	SR-55 Costa Mesa Freeway Improvements	\$20,695	\$471,178	\$469,971	\$469,971
G	SR-57 Orange Freeway Improvements	\$14,628	\$333,043	\$322,828	\$322,828
H, I, J	SR-91 Riverside Freeway Improvements	\$51,380	\$1,169,836	\$1,165,048	\$1,165,048
K, L	I-405 San Diego Freeway Improvements	\$78,736	\$1,792,667	\$1,299,540	\$1,299,540
M	I-605 Freeway Access Improvements	\$1,131	\$25,747	\$25,747	\$25,747
N	All Freeway Service Patrol	\$8,481	\$193,106	\$193,106	\$193,106
	Freeway Mitigation	\$14,496	\$330,049	\$318,850	\$318,850
	Subtotal Projects	\$289,921	\$6,600,970	\$5,989,782	\$5,989,782
	Net (Bond Revenue)/Debt Service	---	---	\$611,189	\$611,189
	Total Freeways	\$289,921	\$6,600,970	\$6,600,971	\$6,600,971
	%				43.0 %
Street & Roads Project (32% of Net Tax Revenues)					
O	Regional Capacity Program	\$67,425	\$1,535,128	\$1,489,846	\$1,489,846
P	Regional Traffic Signal Synchronization Program	\$26,969	\$614,024	\$613,906	\$613,906
Q	Local Fair Share Program	\$121,362	\$2,763,197	\$2,763,197	\$2,763,197
	Subtotal Projects	\$215,756	\$4,912,349	\$4,866,949	\$4,866,949
	Net (Bond Revenue)/Debt Service	---	---	\$45,400	\$45,400
	Total Street and Roads Project	\$215,756	\$4,912,349	\$4,912,349	\$4,912,349
	%				32.0%

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Measure M2

Progress Report



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

Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget Est at Completion	Expenditures through Dec 31, 2013	Reimbursements through Dec 31, 2013	Net Project Cost	Percent of Budget Expended
(L)	(M)	(N)	(O)	(P)	(Q)
\$393	---	\$1,010	---	\$1,585	0.3%
\$90,259	---	\$36,853	\$8,536	\$28,317	2.0%
---	---	\$4	---	\$4	0.0%
\$1,207	---	\$5,579	\$13	\$5,566	1.2%
\$10,215	---	\$38,153	\$8,769	\$29,384	9.1%
\$4,788	---	\$24,080	\$6,162	\$17,918	1.5%
\$493,127	---	\$19,572	\$774	\$18,798	1.4%
---	---	\$64	---	\$64	0.2%
---	---	\$40	---	\$40	0.0%
\$11,199	---	\$36,324	\$1,305	\$35,019	11.0%
\$611,188	---	\$162,254	\$25,559	\$136,695	
(\$611,189)	---	\$17,694	---	\$17,694	
(\$1)	---	\$179,948	\$25,559	\$154,389	27.7%
\$45,282	---	\$288,763	\$130,392	\$158,371	10.6%
\$118	---	\$5,665	\$272	\$5,393	0.9%
---	---	\$104,440	---	\$104,440	3.8%
\$45,400	---	\$398,868	\$130,664	\$268,204	
(\$45,400)	---	\$19,045	---	\$19,045	
---	---	\$417,913	\$130,664	\$287,249	51.5%

Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of December 31, 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	\$60,359	\$1,374,254	\$1,346,199	\$1,346,199
S	Transit Extensions to Metrolink	\$60,359	\$1,355,146	\$1,313,602	\$1,313,602
T	Metrolink Gateways	\$13,487	\$307,076	\$274,584	\$274,584
U	Expand Mobility Choices for Seniors/ Persons with Disabilities	\$20,225	\$460,479	\$460,479	\$460,479
V	Community Based Transit/Circulators	\$13,481	\$306,941	\$306,941	\$306,941
W	Safe Transit Stops	\$1,488	\$33,879	\$33,879	\$33,879
	Subtotal Projects	\$168,559	\$3,837,775	\$3,735,684	\$3,735,684
	Net (Bond Revenue)/Debt Service	---	---	\$102,091	\$102,091
	Total Transit Projects	\$168,559	\$3,837,775	\$3,837,775	\$3,837,775
	%				25.0 %
	Measure M2 Program	\$674,236	\$15,351,094	\$15,351,095	\$15,351,095
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	\$14,448	\$324,358	\$324,358	\$324,358
	Total Environmental Cleanup	\$14,448	\$324,358	\$324,358	\$324,358
	%				2.0%
	Taxpayer Safeguards and Audits				
	Collect Sales Taxes (1.5% of Sales Taxes)	\$10,783	\$231,626	\$231,626	\$231,626
	%				1.5%
	Oversight and Annual Audits (1% of Revenues)	\$10,783	\$162,179	\$162,179	\$162,179
	%				1.0%

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Measure M2

Progress Report



Measure M2
Schedule of Revenues, Expenditures and Changes in
Fund Balance as of December 31, 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)
\$28,055	---	\$136,916	\$71,198	\$65,718	4.9%
\$41,544	---	\$884	\$312	\$572	0.0%
\$32,492	---	\$28,351	\$4,366	\$23,985	8.7%
---	---	\$17,358	\$16	\$17,342	3.8%
---	---	\$18	\$10	\$8	0.0%
---	---	\$5	---	\$5	0.0%
\$102,091	---	\$183,532	\$75,902	\$107,630	
(\$102,091)	---	\$8,107	---	\$8,107	
---	---	\$191,639	\$75,902	\$115,737	20.8%
(\$1)	---	\$789,500	\$232,125	\$557,375	
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)
---	---	\$4,720	\$177	\$4,543	1.4%
---	---	\$4,720	\$177	\$4,543	0.6%
---	---	\$4,720	---	7,384	3.2%
---	---	\$4,720	\$3,822	7,224	4.5%
---	---	\$4,720	\$3,822	7,224	1.0%

Measure M2

Progress Report



LOCAL FAIR SHARE

Entity	FY 2013-14 Second Quarter M2 Funds	M2 Funds to Date
Aliso Viejo	\$94,295.02	\$1,301,134.16
Anaheim	\$815,949.71	\$11,209,024.40
Brea	\$144,237.06	\$1,887,516.61
Buena Park	\$226,335.47	\$3,040,778.04
Costa Mesa	\$339,618.78	\$4,707,379.81
Cypress	\$128,358.12	\$1,802,863.19
Dana Point	\$82,112.01	\$1,075,326.42
Fountain Valley	\$149,341.72	\$2,083,910.02
Fullerton	\$311,078.72	\$4,295,048.86
Garden Grove	\$358,873.79	\$4,936,810.26
Huntington Beach	\$484,143.57	\$6,352,489.40
Irvine	\$617,002.60	\$8,406,660.10
Laguna Beach	\$59,956.92	\$834,389.32
Laguna Hills	\$80,869.37	\$1,129,500.84
Laguna Niguel	\$158,521.93	\$2,233,565.45
Laguna Woods	\$30,642.41	\$431,256.85
La Habra	\$131,213.98	1,751,522.55
Lake Forest	\$186,197.17	\$2,580,217.21
La Palma	\$46,310.57	\$602,647.78
Los Alamitos	\$30,396.01	\$426,782.86

Measure M2

Progress Report



Entity	FY 2013-14 Second Quarter M2 Funds	M2 Funds to Date
Mission Viejo	\$221,955.73	\$3,110,629.49
Newport Beach	\$266,354.19	\$3,593,031.46
Orange	\$388,787.06	\$5,387,583.80
Placentia	\$113,453.96	\$1,559,911.39
Rancho Santa Margarita	\$101,636.92	\$1,402,677.51
San Clemente	\$132,394.49	\$1,836,746.67
San Juan Capistrano	\$93,356.60	\$1,240,439.37
Santa Ana	\$657,839.72	\$9,151,670.33
Seal Beach	\$66,106.75	\$865,481.66
Stanton	\$75,141.58	\$991,794.48
Tustin	\$210,405.47	\$2,887,298.16
Villa Park	\$12,380.28	\$172,011.74
Westminster	\$203,999.06	\$2,817,130.59
Yorba Linda	\$144,034.12	\$1,968,060.78
County of Orange	\$436,831.46	\$5,868,872.94
Total M2 Funds	\$7,600,132.32	\$103,942,164.50



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 PROGRAMS

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
	\$110.7	Jun-09	Oct-11	Oct-13	Nov-17
I-5, Vista Hermosa to Pacific Coast Highway Project C	\$75.6	Jun-09	Dec-11	Feb-13	Mar-17
	\$75.0	Jun-09	Oct-11	May-13	Mar-17
I-5, Pacific Coast Highway to San Juan Creek Road Project C	\$70.7	Jun-09	Dec-11	Jan-13	Sep-16
	\$63.1	Jun-09	Oct-11	Jan-13	Sep-16
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
	\$525.8	Oct-11	May-14	Oct-17	Aug-22
I-5, I-5/El Toro Road Interchange Project D	TBD	TBD	TBD	TBD	TBD
	TBD	Dec-14	Dec-17	TBD	TBD
I-5, I-405 to SR-55 Project B	TBD	Sep-13	Jun-16	TBD	TBD
	TBD	Feb-14	Oct-16	TBD	TBD
I-5, SR-55 to SR-57 Project A	TBD	Jul-11	Jun-13	TBD	TBD
	\$42.3	Jun-11	Dec-14	Oct-16	Jul-19
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), Orangethorpe 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	Jun-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	Feb-14

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
	\$67.8	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	Mar-14	Nov-16	TBD	TBD
SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9	Jul-08	Jul-11	Mar-13	Jul-16
	\$47.8	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
	\$80.9	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	Dec-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, I-5 to SR-55 Project L	TBD	TBD	TBD	TBD	TBD
	TBD	Nov-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	Nov-14	Sept-14	Jan-20
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
	\$112.2	Feb-09	Nov-09	Dec-12	Aug-18
State College Grade Separation (Fullerton) Project O	\$73.6	Dec-08	Jan-11	Aug-12	Mar-18
	\$86.0	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 PROGRAMS

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
	\$110.5	Jan-01	Sep-09	Oct-11	Sep-16
Tustin/Rose Grade Separation Project O	\$103.0	Jan-01	Sep-09	Dec-11	May-16
	\$98.8	Jan-01	Sep-09	Jul-11	May-16
Lakeview Grade Separation Project O	\$70.2	Jan-01	Sep-09	Oct-11	Mar-17
	\$101.6	Jan-01	Sep-09	Jan-13	Mar-17
17th Street Grade Separation Project R	TBD	TBD	TBD	TBD	TBD
	TBD	Aug-14	Apr-17	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	Mar-14	Sep-15	Mar-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
	TBD	Aug-09	Jul-14	Feb-17	Sep-19
Placentia Metrolink Station & Parking Structure	TBD	Jan-03	May-07	Jan-11	TBD
	TBD	Jan-03	May-07	Feb-11	TBD
Orange Station Parking Expansion	\$18.6	Dec-09	Dec-12	Apr-13	TBD
	\$18.6	Dec-09	Oct-14	Mar-15	Feb-17
Laguna Niguel/Mission Viejo Metrolink Station Parking Lot	\$4.3	Sep-07	Dec-07	Aug-12	Oct-13
	\$4.3	Jul-07	Dec-07	Aug-12	Oct-13
Laguna Niguel/Mission Viejo Metrolink Station ADA Ramps	TBD	Jul-13	Jan-14	Aug-14	Feb-16
	TBD	Jul-13	Jan-14	Aug-14	Feb-16
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



- Metrolink Stations
- Metrolink Rail
- Freeways / Toll Roads
- Proposed SR-241 Extension

Source: OCTA

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Miles