2014-2019

OCTA

Mobility

Public Service

Strategic Plan

Fiscal Sustainability

Stewardship

Organizational Excellence

A Letter from the CEO

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, I am pleased to present the 2014 -2019 OCTA Strategic Plan. Since the directive to develop a strategic plan three years ago, much has changed. As a living document, the 2014-2019 OCTA Strategic Plan has been refined to accommodate changes and set priorities for the future.

The 2014 – 2019 OCTA Strategic Plan update takes a comprehensive, forward-looking approach to address Orange County's transportation needs during the next five years. The Strategic Plan sets forth the principles that guide OCTA's decisions and provides strategies to achieve our goals. The Strategic Plan also addresses many of the state and federal legislative mandates and current and emerging issues that will potentially affect OCTA.

I am proud of the many accomplishments OCTA has achieved thus far in fulfilling our top priorities: increasing mobility, providing choices, and ensuring that our transportation system is maximized and maintained. While we continue to improve all modes of transportation to deliver the promise of effective transportation solutions, we still face many challenges such as funding constraints, unfunded mandates, right-of-way limitations, and changing demographics. We must continue to work with all of our partners on a shared goal of improving the quality of life for Orange County residents, businesses, and visitors.

The 2014 – 2019 OCTA Strategic Plan is intended to provide an overall framework and sets priorities as to how we move forward together. With the help of the OCTA team, we will strive to meet the goals outlined in the Strategic Plan, and through our culture of innovation and collaboration, improve the quality of life for all in Orange County.

Darrell Johnson
OCTA Chief Executive Officer

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Introduction

The Framework

Contents – the Framework

I. The Framework

The Orange County Transportation Authority (OCTA) 2014 – 2019 Strategic Plan (Strategic Plan) defines future directions and priorities of OCTA. The Strategic Plan will help guide decision-making, while facilitating ongoing planning and implementation within OCTA.

The core elements of the Strategic Plan and the relationships between them are presented in the Strategic Plan Framework on page 22. The outline is a graphic display of this framework, which offers a visual, high-level overview of the OCTA Strategic Plan.

The Strategic Plan Framework consists of the following elements:

- The ***Values*** that express the beliefs and principles that guide OCTA and are the basis from which each staff member operates.

- The ***Vision*** that describes the ideal future OCTA is striving to create.

- The ***Mission*** statement that summarizes the purpose of OCTA and the role it plays in achieving the vision.

- The ***Goal Areas*** which describe broad statements of general direction OCTA is leading toward.

- The ***Objectives*** that represent expected results or measurable targets that OCTA will need to achieve in order to make progress toward the achievement of each Goal.

II. Introduction

The OCTA 2014 - 2019 Strategic Plan update sets the direction for OCTA during the next five calendar years and forms the basis for OCTA's two-year capital and operating budgets.

Two years ago, the original Strategic Plan (Version 1.0) was developed through an inclusive process of employees, the OCTA Board of Directors, and outside stakeholders. Under the original plan, OCTA was to update the Strategic Plan every two years to provide the most recent developments of OCTA's capital and operating budgets. Additionally, an annual Chairman's Initiatives and Chief Executive Officer (CEO) Initiatives and Action Plan were developed to submit to the OCTA Board of Directors (Board) each year to track and report on OCTA's progress and performance.

The update to the Strategic Plan integrates and creates consistency with all the plans OCTA and its regional, state, and federal counterparts develop or contribute to. By taking this approach, OCTA has created a comprehensive Strategic Plan which captures the external constraints and objectives that the region, state, and federal agencies require of OCTA.

With this approach, OCTA is positioned to accommodate future external constraints, meanwhile setting priorities to address Orange County's transportation, environmental sustainability, population growth, and socio-economic challenges.

III. The Process

A strategic plan is a living document that must be regularly updated. The first step in the revision process included evaluating progress and making necessary mid-course corrections. By assessing both the benefits and opportunities available in the first OCTA Strategic Plan, staff identified broader organizational plans and objectives to be included within the updated Plan. By taking a fresh look, staff has developed a more comprehensive 2014 – 2019 OCTA Strategic Plan, while still incorporating the strengths of the first OCTA Strategic Plan.

Benefits of Strategic Plan (Version 1.0):

- Providing guidance and balance to OCTA programs and projects
- Providing the OCTA Board of Directors and OCTA Leadership with goals and objectives for planning
- Establishing the familiar organizational values, vision, mission, goals, and objectives

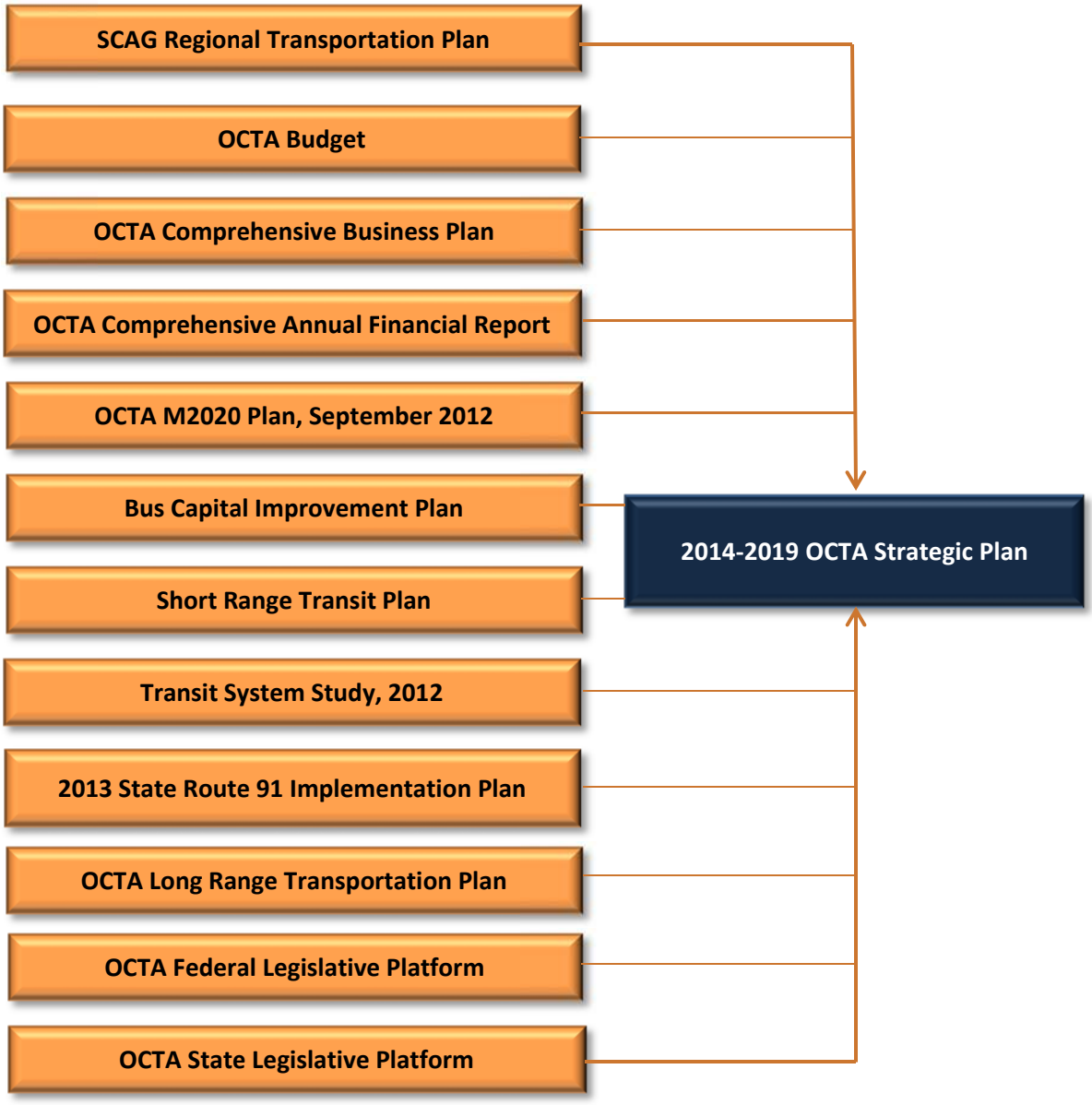
Version 1.0 also provided strategic direction for development of the:

- Chairman's Annual Initiatives
- Annual CEO Initiatives and Action Plan
- Annual budget development
- Development of a performance-based management plan, defining objectives, and performance measures.

The updating process has provided valuable opportunities for improvement, which have been realized in the 2014 – 2019 OCTA Strategic Plan. By taking these improvements into account, the 2014 - 2019 OCTA Strategic Plan has been developed as a culmination of an extensive effort to develop a compendium of OCTA, regional, and state plans to successfully implement a balanced transportation program over the next five years. The process included revisions to the key trends, review of state and federal mandates, and review of state, regional, and local plans.

IV. Integration of Plans

The goal of the 2014 - 2019 OCTA Strategic Plan is to present a compendium of internal and external plans, programs, and mandates that OCTA is responsible for and implements. The graphic below shows the various sources used:



V. The Strategic Plan Framework

The OCTA 2014-2019 Strategic Plan focuses on strategies which are seen as key objectives for organizational process improvement over the next five years. The plan addresses both key external and internal driving forces that are influencing or have the potential to affect OCTA's vision, mission, values, goals, and objectives.

A. OCTA Vision

The **Vision** describes the ideal future that OCTA is striving to create. The **Vision** reflects the priorities and values of the staff and its stakeholders.

Vision: An integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County.

B. OCTA Mission

As a countywide transportation authority, we serve millions of people per day. The ***Mission*** describes the main functions of OCTA and its role in achieving the **Vision**. The Mission gives the overall charge and purpose of OCTA. All OCTA activities relate to one or more aspects of the **Mission** statement.

Mission: Develop and deliver transportation solutions that enhance the quality of life and keep Orange County moving.

C. OCTA Values

As the transportation agency for one of the most dynamic counties in the nation, OCTA ***Values*** reflect the constituents we serve. In order to advance this mission, OCTA has adopted a set of values to guide its actions:

Integrity: We deliver as promised and do so ethically, fairly, and with transparency.

Customer Focus: We treat our customers with care, consideration, and respect, providing friendly and reliable professional service responsive to their needs.

Can-do Spirit: We tackle challenges with innovation, vision, and strategic thinking.

Communication: We provide consistent, timely, and reliable information in an open, honest, and straightforward manner.

Teamwork: We work well together from a sense of shared purpose and mutual respect.

D. OCTA Goals and Objectives

OCTA ***Goals*** are dedicated to delivering practical transportation solutions to Orange County. These goals directly carryout the authority's mission, by setting the precedent for future OCTA planning efforts. ***Objectives*** are derived from the **Goals** and detail the specific results that need to be achieved in order to make progress toward each **Goal**.

1. Goal Area - Mobility: Deliver programs, projects, and services to improve the movement of people and goods throughout Orange County and the region.

Mobility Objectives

- ***Travel Time and Speed*:** Deliver infrastructure investments that accommodate growth while maintaining travel time and speeds.
- ***Capacity and Level of Service:*** Expand capacity to accommodate growth while sustaining level of service on roadways.
- ***Operational Performance:*** Improve operating performance on OCTA operated modes of travel.
- ***Quality and Ease of Use*:** Improve quality and ease of use of transportation systems.

2. Goal Area - Public Service: Enhance customer satisfaction by understanding, connecting with, and serving our diverse communities and partners.

Public Service Objectives

- ***Public Awareness and Perception:*** Increase public awareness and improve perception of OCTA programs and services.
- ***Customer Satisfaction:*** Continually strive to improve customer satisfaction.
- ***Community Engagement:*** Continue to engage and educate the community in OCTA initiatives.
- ***Collaborative Planning:*** Build and sustain productive relationships and partnerships.

3. Goal Area - Fiscal Sustainability: Ensure fiscal health through prudent financial management and by protecting and leveraging available revenue sources.

Fiscal Sustainability Objectives

- ***Financial Management:*** Ensure OCTA's financial future through proper resource mobilization, prioritization of programs, the budgetary process, efficient management of resources, and exercising controls.
- ***Efficient Operations:*** Ensure that division operations are efficient in terms of using as little resources as needed, and effective in terms of meeting customer requirements.
- ***External Funding Maximized:*** Seek and maintain external funding sources to help fund transportation programs and projects.

4. Goal Area - Stewardship: Embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.

Stewardship Objectives

- ***Project Delivery:*** Develop a project reporting method for all capital programs focused on financial efficiencies and project schedule timelines.

- ***Environmental Sustainability:*** Consider environmental sustainability in planning and operations.

- ***Safety:*** Encourage continual improvement in OCTA's safety and health programs.

5. Goal Area - Organizational Excellence: Continue the tradition of being a high-performing organization through employee development and efficient business practices.

Organizational Excellence Objectives

- ***People Development:*** Implement human capital management strategies and systems to achieve the overall mission, objectives, and success of OCTA while meeting the needs of employees and other stakeholders.

- ***Process Improvements:*** Improve OCTA's processes through a systematic and functional approach to optimize business processes and procedures to achieve increasingly efficient results.

- ***Systems Efficiencies:*** Increase alignment of systems and technology with OCTA business needs.

VI. Implementing the Strategic Plan

A key strategy to successfully implementing the Strategic Plan includes linking the plan to performance measures that create accountability for implementation and allow progress toward plan achievement to be tracked. The Strategic Plan has three performance measures in place to track achievements:

(1) Division Performance Measures: Specific performance measures were assigned to OCTA divisions as part of the Strategic Plan Version 1.0. While updating the Plan, staff identified that modifications to the performance measures were required. Through a collaborative process, the 2014 - 2019 Strategic Plan division performance measures will be redeveloped to capture viable measures for each of OCTA's divisions.

(2) Chief Executive Officer's Initiatives: Developed on an annual basis to achieve the Strategic Plans goal area objectives. Derived from the CEO Initiatives is an annual action plan that reports the success of the CEO Initiatives.

(3) Chairman's Initiatives: Developed on an annual basis for the Chairman of the OCTA Board of Directors. These initiatives directly support the OCTA Strategic Plan goal areas.

B. Chairman Initiatives and CEO Initiatives Development Process

At the beginning of each calendar year, through a strategic planning process, OCTA staff identifies and defines priority initiatives to be developed into the Chairman's Initiatives and CEO's Initiatives.

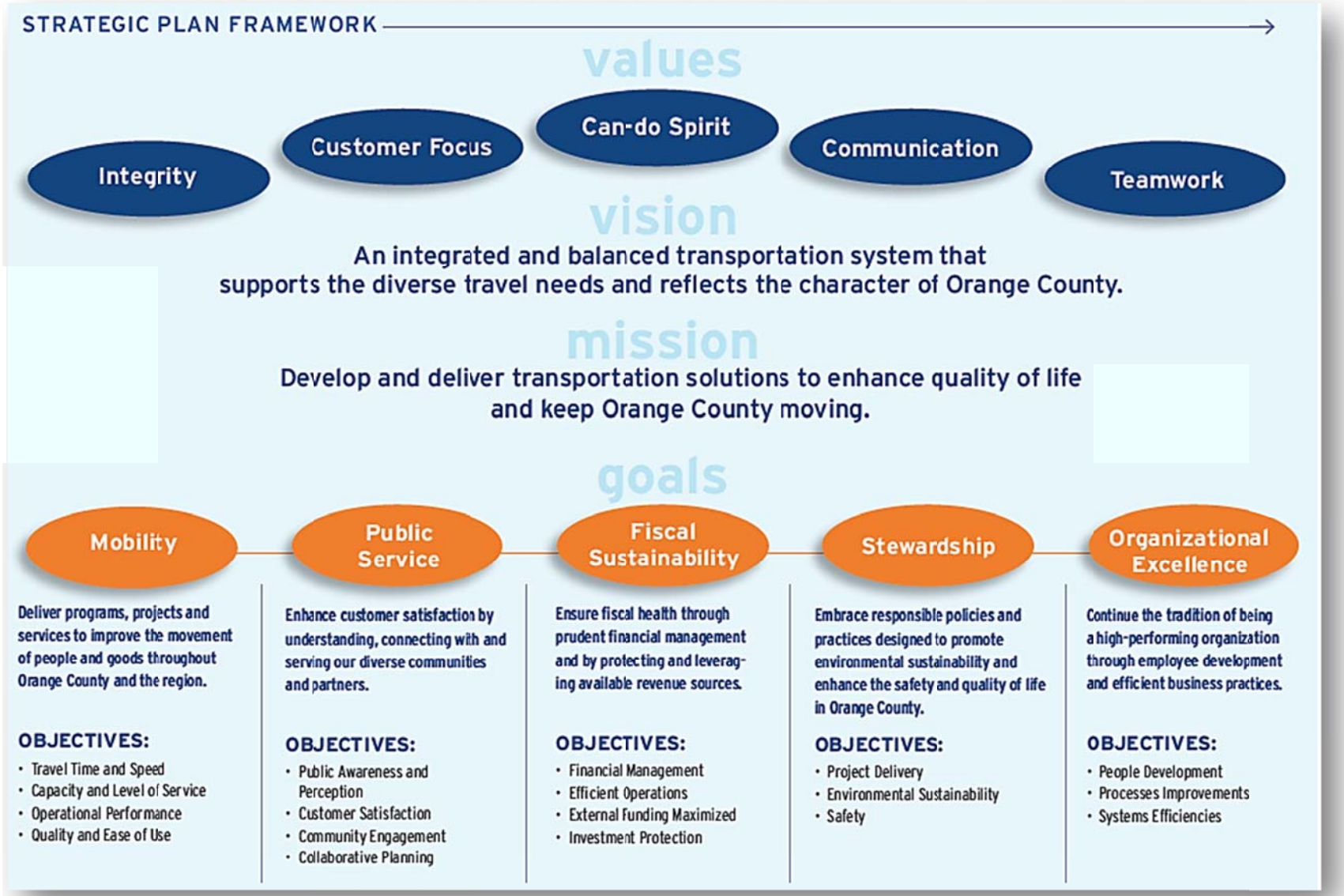
The **Chairman's Initiatives** are developed in advance of the CEO's Initiatives; these initiatives implement the major programs and projects according to the Strategic Plan. These initiatives highlight the key strategies and targets to be accomplished throughout the calendar year. Once the Chairman's Initiatives have been finalized they are presented to the Board for review. Following this initial presentation, a bi-annual report on the progress of the Chairman's Initiatives are then presented to the Board for review.

The **CEO's Initiatives** are developed through a series of workshops in accordance with the Chairman's Initiatives and link specific programs and projects to Strategic Plan goal areas. From the CEO's Initiatives, an Action Plan is created detailing specific projects and programs to be completed within a calendar year. The Action Plan is a performance report linking accomplishments in the CEO's Initiatives to the OCTA Strategic Plan. Upon finalization, the CEO's Initiatives and Action Plan are delivered to the Board for review, and each quarter thereafter, the Board will receive a report on the progress of the Action Plan to ensure accountability (For reference, the 2014 CEO Initiatives are provided on page 21). Each initiative is linked to the Strategic Plan goal area it supports.

2014 CEO INITIATIVES

Mobility	**ADVANCE** *delivery of M2020 program* **OPTIMIZE** *existing transportation systems* **INTEGRATE** *policies to facilitate regional connectivity*
Public Service	**PRESERVE** *and enhance the public trust* **CREATE** *services to meet community and customer needs* **MODERNIZE** *access to transportation information*
Fiscal Sustainability	**SAFEGUARD** *public investments in transportation* **ENSURE** *a fiscally sustainable transit system* **EXTEND** *the life and utility of transit assets*
Stewardship	**DELIVER** *on the promises of Measure M* **PROMOTE** *environmentally friendly initiatives* **EXPAND** *regional bicycle programs*
Organizational Excellence	**DEMONSTRATE** *a safety conscious culture* **ATTRACT** *and retain a diverse and engaged workforce* **LEVERAGE** *technology to improve business operations*

OCTA


STRATEGIC PLAN FRAMEWORK
values
Integrity
Customer Focus
Can-do Spirit
Communication
Teamwork
vision
An integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County.
mission
Develop and deliver transportation solutions to enhance quality of life and keep Orange County moving.
goals
Mobility
Deliver programs, projects and services to improve the movement of people and goods throughout Orange County and the region.
OBJECTIVES:
• Travel Time and Speed
• Capacity and Level of Service
• Operational Performance
• Quality and Ease of Use
Public Service
Enhance customer satisfaction by understanding, connecting with and serving our diverse communities and partners.
OBJECTIVES:
• Public Awareness and Perception
• Customer Satisfaction
• Community Engagement
• Collaborative Planning
Fiscal Sustainability
Ensure fiscal health through prudent financial management and by protecting and leveraging available revenue sources.
OBJECTIVES:
• Financial Management
• Efficient Operations
• External Funding Maximized
• Investment Protection
Stewardship
Embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.
OBJECTIVES:
• Project Delivery
• Environmental Sustainability
• Safety
Organizational Excellence
Continue the tradition of being a high-performing organization through employee development and efficient business practices.
OBJECTIVES:
• People Development
• Processes Improvements
• Systems Efficiencies

Section 1

Organizational Overview

Contents

I. Introduction

The Orange County Transportation Authority (OCTA) was created by state law in 1991 as a merger of the former operating agency (the Orange County Transit District) with the planning and funding agency (the Orange County Transportation Commission) and several other related agencies (Listed below). As a multi-modal transportation agency, OCTA has broad-ranging responsibilities and works in partnership with federal, state, regional, and local agencies to fund, implement, and maintain transportation programs, and services throughout Orange County.

The seven agencies consolidated to form OCTA include:

- Orange County Transportation Commission
- Orange County Transit District (OCTD)
- Consolidated Transportation Services Agency
- Orange County Local Transportation Authority
- Orange County Service Authority for Freeway Emergencies
- Orange County Congestion Management Agency
- Service Authority for Abandoned Vehicles

OCTA is governed by an 18-member Board of Directors (Board) consisting of the five Orange County Board of Supervisors, ten city representatives selected by all of the cities within the County, two public members selected by these 15 Board Members, and a representative appointed by the Governor of California serving in a non-voting capacity. The Chief Executive Officer manages OCTA and acts in accordance with the directions, goals, and policies approved by the Board.

A. OCTA Board of Directors: The OCTA Board of Directors is comprised of 18 individuals that represent Orange County. Specifically, 17 Board members govern OCTA with the Caltrans District Director serving as the 18th member in an ex-officio capacity. **Below are the photos of the 2014 OCTA Board of Directors.**

Shawn Nelson
Chairman
Supervisor, District 4
County of Orange

Jeffrey Lalloway
Vice Chairman
Council Member
City of Irvine

Patricia Bates
Director
Supervisor, District 5
County of Orange

Lori Donchak
Director
Council Member
City of San Clemente

Matthew Harper
Director
Council Member
City of Huntington Beach

Michael Hennessey
Director
Public Member

Steve Jones
Council Member
City of Garden Grove

Gary A. Miller
Director
Mayor, City of Seal Beach

John Moorlach
Director
Supervisor, District 2
County of Orange

Al Murray
Director
Mayor Pro Tem,
City of Tustin

Janet Nguyen
Director
Supervisor, District 1 County of Orange

Miguel Pulido
Director
Mayor, City of Santa Ana

Tim Shaw
Director
Council Member
City of La Habra

Todd Spitzer
Director
Supervisor, District 3
County of Orange

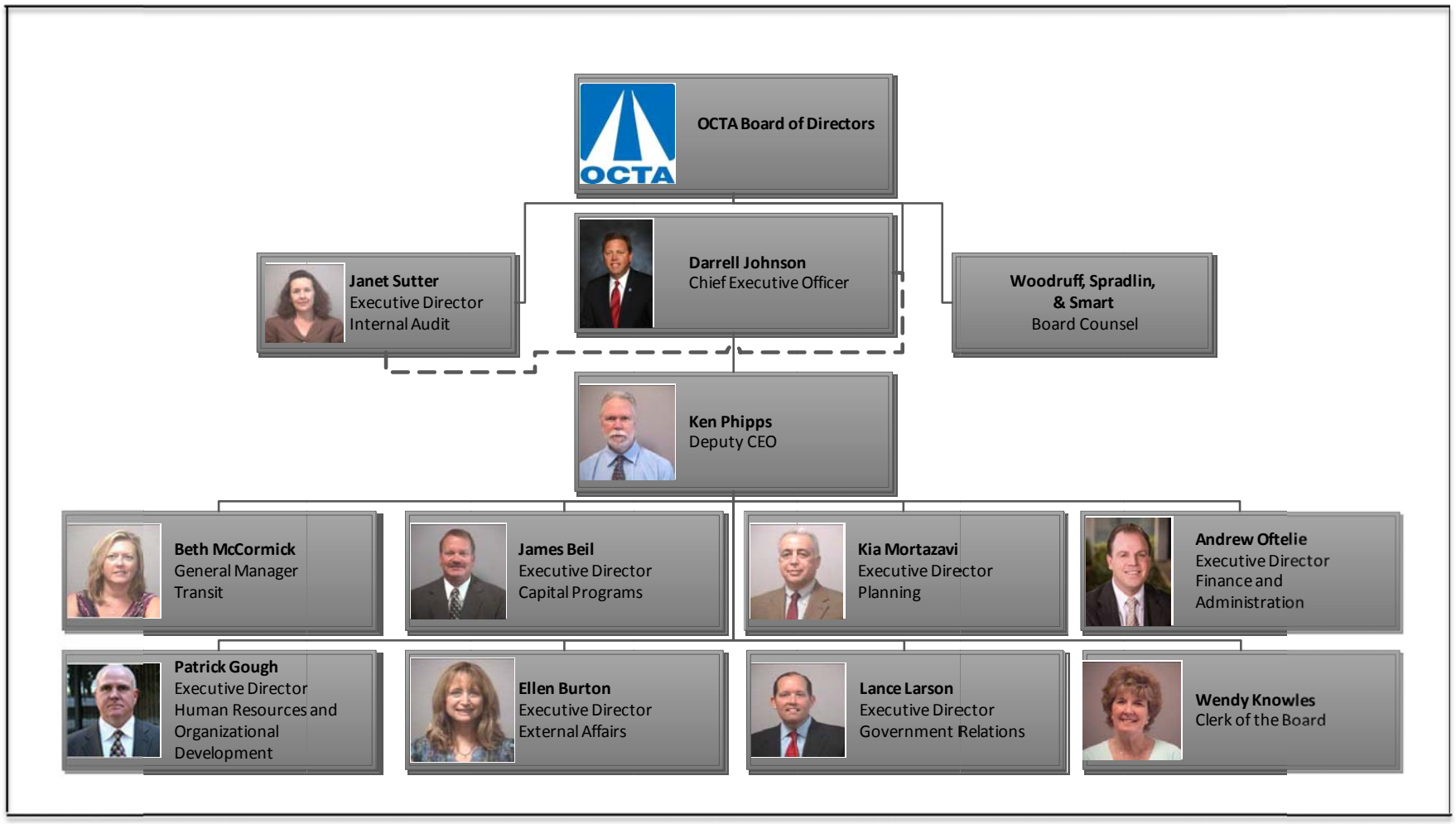
Tom Tait
Director
Mayor, City of Anaheim

Frank Ury
Director
Council Member
City of Mission Viejo

Gregory T. Winterbottom
Public Member

Ryan Chamberlain
Director
Caltrans District 12
Ex-Officio Member

B. OCTA Organizational Structure: The Orange County Transportation Authority (OCTA) is the public sector transportation planning body and mass transit service provider for Orange County, California. Operational authority is provided by the Chief Executive Officer leading 7 divisions.



II. Organizational Overview

OCTA is a multi-modal transportation agency formed through consolidation in 1991, of the former operating agency (the Orange County Transit District) and several other transportation-related agencies. OCTA builds, designs, operates, plans, maintains, and regulates the robust transportation network within Orange County. In addition to the four modes of transportation (transit, driving, bicycling, and walking) OCTA oversees paratransit services, taxi services, light rail, commuter rail, and high-occupancy managed lanes.

In addition to serving the County, OCTA works collaboratively with partner agencies to expand and improve regional connectivity. Critical to renewing and maintaining the County's transit system, OCTA develops strategies to address transit capital needs which include proactively seeking stable long-term funding solutions, maintain a strategic perspective in capital investments, and increasing awareness of transit's capital needs and the broad impacts on the region.

A. Fiscal Year (FY) 2012-13 – Statistics

- $1.1 billion budget
- 1,518 employees plus 732 contract employees
- Countywide bus service with more than 50 million annual fixed-route boardings and 546 vehicles
- ACCESS paratransit service with 1.3 million annual boardings and 248 vehicles
- Vanpool program with service to 102 worksites and more than 1.1 million annual passenger trips
- Partnerships with cities and non-profit organizations providing $5 million in funding to support special needs transportation for seniors and persons with disabilities providing almost 500,000 trips annually
- Funded and supervised three Metrolink rail lines serving 4.17 million annual passengers in FY 2011-12
- Owner of the 91 Express Lanes, a 10-mile toll facility serving 11.9 million annual trips in FY 2011-12
- Administer Measure M (M1), the package of transportation improvements promised to Orange County voters in 1990 when they approved a half-cent sales tax for transportation. Renewed by the voters in 2006, Measure M2 (M2) will provide funding for freeway, streets and roads, and transit improvements for 30 years. It also has an enhanced environmental protection and mitigation program.
- Provider of motorist services that include the freeway emergency call box system, the Freeway Service Patrol, the Orange County Taxi Administration Program (OCTAP), and the Go 511 program

B. Bus Transit

OCTA is Orange County's primary provider of public transportation offering fixed-route bus, rail connections (StationLink), express, and ACCESS paratransit services. As a result of the recent economic downturn and reductions in sales tax and state revenues, OCTA has had to significantly reduce bus service levels. Between December 2008 and March 2010, bus service was cut approximately 20 percent from 1.93 million revenue vehicle hours (RVH) to 1.55 million RVH. Additionally, over 200,000 RVH (or 18 percent of overall bus service) were transitioned from directly-operated fixed-route bus service to contracted fixed-route as a cost-savings strategy. In an effort to manage demand and growth on ACCESS paratransit service, OCTA has implemented a number of strategies including replacing ACCESS vehicles with taxis for ACCESS trips during very low demand periods, as well as during periods of high demand when there are more trips requested than available ACCESS vehicles. In addition to these changes to the ACCESS program, OCTA has worked to create several partnership programs which offer transportation alternatives for seniors and persons with disabilities and deferred nearly $18.5 million ACCESS costs during FY 2011 – 12.

C. Commuter Rail

OCTA funds and supervises Metrolink service in Orange County with three Metrolink lines – the Orange County (OC) Line, the Inland Empire-Orange County (IEOC) Line, and the 91 (Riverside – Fullerton – Los Angeles) Line. One of the centerpieces of the Measure M2 program includes the expansion of Metrolink service which is currently under-way with added trains, track capacity, station improvements, and connecting transit services.

D. 91 Express Lanes

OCTA owns and operates the four-lane, 10-mile toll facility located in the median of State Route 91 (SR-91) between State Route 55 (SR-55) and the Orange/Riverside County Line. OCTA's purchase of the 91 Express lanes cleared the way for traffic improvements along the SR-91 corridor by eliminating the non-compete provision that limited new highway expansion.

E. Freeways

OCTA assists with planning, funding, and delivering freeway projects with improvements under way throughout the County, primarily through the Measure M2 freeway program. The first completed project in the M2 plan was the SR-91 eastbound lane addition, which opened in December 2010. Another freeway project, the West County Connectors, will create seamless carpool connections between State Route 22 (SR-22) and Interstate 405 (I-405) and Interstate 605 (I-605). This project broke ground in June 2010 and is at the midway point to completion. In addition, construction began on the northbound lane on the State Route 57 (SR-57) between Orangethorpe Avenue and Lambert Road. In South Orange County, work began in 2013 on extending the carpool lane on the I-5 between San Juan Creek Road and Avenida Pico.

F. Streets and Roads

OCTA administers a variety of funding programs for cities to widen streets, improve intersections, coordinate signals, build over and undercrossings where streets intersect rail lines, and rehabilitate pavement. As of June 30, 2012, M1 has provided more than $594 million in formula funding to help cities with street maintenance, rehabilitation, and other projects. Since the inception of M1, nearly $695 million has been awarded to local agencies on a competitive basis.

G. Motorist Services

OCTA provides emergency call boxes through the Service Authority for Freeway Emergencies (SAFE), emergency towing services with its Freeway Service Patrol (FSP), and provides funding to cities to remove abandoned vehicles through the Service Authority for Abandoned Vehicles (SAAV). In addition, OCTA oversees the Orange County Taxi Administration Program (OCTAP) which issues taxi business, driver, and vehicle permits on behalf of Orange County's 34 cities.

H. Rideshare

OCTA provides transportation options to commuters as alternatives to driving alone. Services include carpool matching, vanpooling, and employer assistance to meet air quality mandates.

III. OCTA Divisions

A. Executive Office

The Executive Office Division is comprised of three departments. This Division is responsible for providing management direction to all divisions, accurately recording and preserving the OCTA's official and historical records, and the examination and evaluation of financial, administrative, and operational activities and controls.

1. Chief Executive Officer (CEO)

The CEO is responsible for providing management direction to all divisions and programs within OCTA and implementing the policy directives as articulated by the Board of Directors. The CEO and Deputy CEO's primary responsibilities include development and refinement of the organizational structure of OCTA, establishing and executing strategic plans, and fostering an environment conducive to employee development.

2. Clerk of the Board

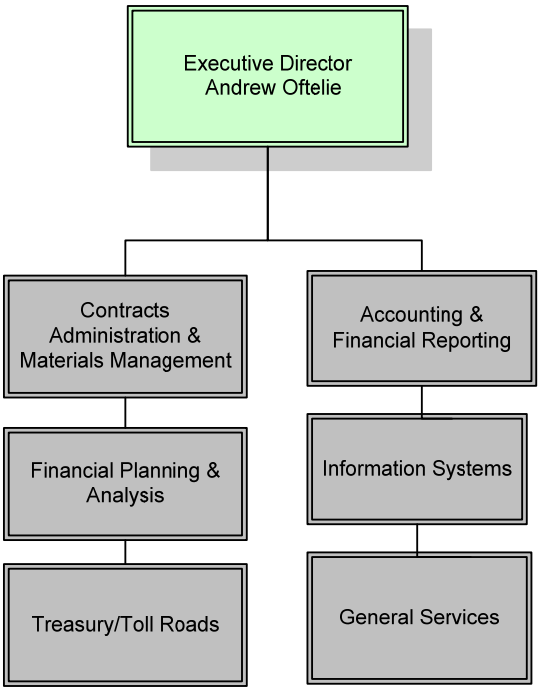
The Clerk of the Board is in charge of accurately recording and preserving the OCTA's official and historical records and making them available to the public upon request. This department is responsible for the entire Board and Committee agenda processes, including preparation and distribution of agendas, ensuring public meetings are held in compliance with California open meeting laws, recording actions taken by the Board of Directors and Committees, and maintaining a comprehensive records management system supporting Board and Committee actions. This department is responsible for Board Members' compensation and travel and provides direct meeting and administrative support to the Board of Directors. This department also receives and processes all legal documents served upon OCTA, as well as collect and process the annual Statement of Economic Interests annual filing.

3. Internal Audit Department

The Internal Audit Department is responsible for examining and evaluating financial, administrative, and operational activities and controls of OCTA, supplying management personnel at all levels with information to assist in their control of the assets and operations for which they have a fiduciary responsibility. The department provides a wide range of auditing services including oversight of the annual independent financial audit, performing operational audits, contract compliance audits, internal control assessments, investigations, pre-award Buy America reviews, and pre award price reviews. The department also administers and investigates complaints received through OCTA's fraud hotline. State and Federal Triennial reviews are also coordinated by the department.

B. Finance and Administration (F&A) Division

The F&A Division supports OCTA's goals and objectives through a wide range of fiduciary and administrative activities. This division analyzes fiscal issues and advises the Board of Directors in the areas of long-term financing, fund planning, annual budget, and compliance with generally accepted accounting standards. Staff works closely with federal, state, and local agencies to ensure the continued and successful receipt of grant funding and compliance with enabling regulations. The division is responsible for contract management, purchasing, and materials management. The Information Systems Department provides guidance for the implementation of technology, while the General Services Section oversees facilities management, records management, and a variety of other support functions.



1. Executive Director of F&A

The Executive Director of F&A encompasses the general oversight and management of the division. The department is responsible for initiating division-wide policy directives and the obtainment of goals and objectives. The department undertakes all F&A personnel actions and ensures compliance with personnel related policies and procedures.

2. Director of the Finance and Administration Department

a) Accounting and Financial Reporting Department

The Accounting and Financial Reporting Department is responsible for the general accounting, financial reporting, fixed asset accounting, grant accounting, treasury accounting, accounts payable, accounts receivable, billing, and payroll functions. The department also manages the inventory and distribution of OCTA's bus passes as well as the processing of all bus fare collections. "The General Accounting Section produces a number of annual reports and audited financial statements including the Comprehensive Annual Financial Report (CAFR), the Orange County Local Transportation Authority (OCLTA) Financial Statements, National Transit Database (NTD) Report, the Cost Allocation Plan, Measure M Status Report, and the 91 Express Lanes Financial Statements.

b) Financial Planning and Analysis Department

The Financial Planning and Analysis Department is responsible for developing and maintaining the financial plans of OCTA. These plans include the annual budget, Comprehensive Business Plan (CBP), and fixed asset replacement planning. The department is responsible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, and verifying budget authority for requisitions. The department also ensures that grant reports are completed in a timely and accurate manner to maximize federal and other discretionary funding. In addition, the department oversees the Transportation Development Act (TDA) programs, property tax, gas tax exchange, and senior and disabled fare subsidy programs.

c) General Services Section

The General Services Section provides a variety of support services to the OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and acts as liaison between property management and the Authority. In addition, the general services section oversees records management, mail services, reprographics and the OCTA's receptionist staff. The responsibilities also cover OCTA Headquarters construction projects. The OCTA-wide Internal Communications program is administered to promote communications to employees and their families. The Intranet, Digital Signage, eNews, and quarterly Between the Lines newsletter are the primary tools used to provide employees with up-to-date information. Recognition events and employee programs are also sponsored by this section.

3. General Manager Treasury/Toll Roads Department

The General Manager Treasure/Toll Roads Department is managed by OCTA's Treasurer, who is responsible for the investment portfolio and debt obligations. The department also manages OCTA's cash flow requirements, oversees and directs the investment of cash assets, monitors the performance of investment managers, oversees the investment components of the defined contribution programs, and develops financing strategies to support operational goals and capital programs/ acquisitions. The department also works closely with bond rating agencies to maintain OCTA's strong credit ratings and to ensure that OCTA is well received by the investment community. The OCTA Treasurer also oversees the operations of the 91 Toll Road, serving as the General Manager. The Toll Road staff oversees all aspects of the State Route 91 Express Lanes toll road franchise from contracted operations and maintenance to customer service, violations processing, marketing, budgeting, and reporting. Staff also provides policy recommendations for OCTA Board of Director consideration and serves as the key liaison with the State Route 91 Advisory Committee.

4. Information Systems (IS) Department

The IS Department manages the effective and secure delivery of computing and communication solutions to all OCTA business units. It achieves this by deploying a world class technology infrastructure and employing talented staff that strive to meet the needs of the OCTA and its customers. The value added services offered include a reliable computing and communications environment, systems and business support, business intelligence, project management, responsive help desk and customer support, and technology training that are all sensibly used to address business problems and needs. Information Systems is also responsible for developing OCTA's Information Technology Plan. The plan establishes technology standards and long term technical investment recommendations and priorities that will keep OCTA's technology infrastructure effective, modern, and most importantly, aligned with the needs of OCTA's customers and business units. Information Systems partners with our business units to safeguard all OCTA data and ensure that we comply with all industry, state and federal data security and protection regulations and best practices.

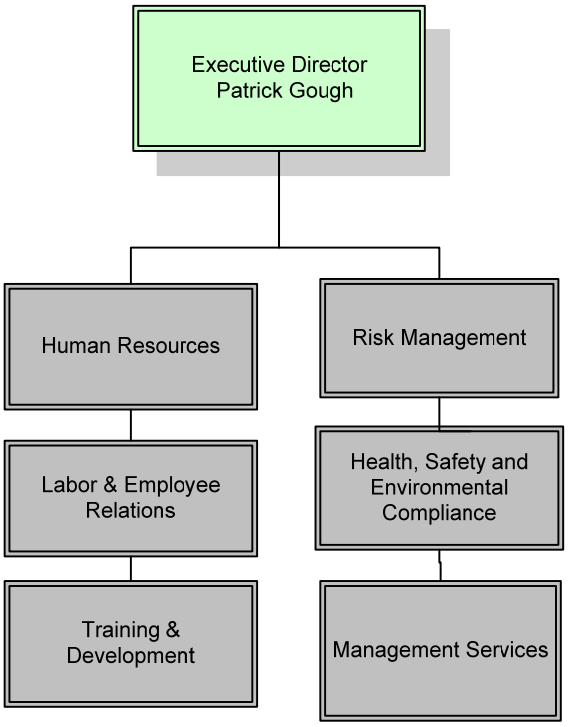
5. Contracts Administration and Materials Management (CAMM) Department

The CAMM Department is responsible for contracting and purchasing all goods and services, implementing the federal Disadvantaged Business Enterprise program, stocking and issuing bus parts, implementing a parts warranty program and managing the bus inventory. The department staff handles all procurement activity including the preparation of solicitation documents, conducting pre-proposal meetings, chairing evaluation committee meetings, negotiating contract terms and conditions, and administering the contractual aspects of the project through completion.

The Materials Management section handles all parts receiving and stocking, disposition of surplus goods and equipment, and administers OCTA's warranty program. In addition, the CAMM department is actively involved with a variety of vendor outreach activities.

C. Human Resources and Organizational Development (HROD) Division

The Human Resources and Organizational Development (HROD) Division supports the Orange County Transportation Authority's goals, and objectives by ensuring the development, and welfare of its employees through long-term strategic planning, and partnership. The HROD Division carries the responsibility for OCTA's functions in relation to employment, compensation, benefits, risk management, training, labor, employee relations, health, safety, environmental compliance, management services, and organizational development. The following describes the primary responsibilities for each department within the HROD Division.



1. Executive Director of HROD

The Executive Director of HROD provides top down strategic initiatives in support of the operational, financial, and long term functions of the HR&OD Division and OCTA. The Executive Director, in concert with Board direction, aligns the divisions within OCTA for talent acquisition and management as well as workforce development, state and federal regulations compliance, and risk mitigation. The Executive Director oversees the Management Services activities, investigating best practices, organizational efficiencies, and proactively develops strategic initiatives for OCTA-wide implementation.

2. Human Resources (HR) Department

The HR Department is responsible for HR planning, employment processes, administering compensation and employee benefits, as well as providing employee services. Activities include benefit programs, performance management, employee health insurance, retirement programs, recruitment and selection, wage, salary administration, job descriptions, job evaluations, and leaves of absence. In addition to the above services, the HR Department serves as an advisor to both the internal and external customer when focusing on human resources issues. The Human Resources Department provides strategic and professional HR service to over 1,500 employees.

3. Risk Management Department

The Risk Management Department is responsible for protecting OCTA's assets and property from the adverse consequences of accidental loss. The Risk Management Department evaluates and procures all appropriate forms and limits of liability for property and other related insurance coverage. The Risk Management Department manages OCTA's self-insured liability, subrogation, workers' compensation programs, as well as develops and recommends strategically focused loss control programs to reduce claims losses. The Risk Management Department is directly responsible for in-house adjusting and resolution of all liability claims and manages a contracted third party administrator responsible for handling injured worker's claims. The Risk Management Department also actively pursues reimbursement for all liability, workers' compensation losses, or damage to OCTA property caused by third parties, and pursues recovery.

4. Labor and Employee Relations Department

The Labor and Employee Relations Department is responsible for administering three collective bargaining agreements, which provide terms and conditions of employment for approximately 1000 represented employees. The Department serves as liaison between the unions and management, reviews grievance matters during the third step of the grievance process, prepares for and participates in grievance arbitrations and collective bargaining agreement negotiations. In addition the Department is responsible for developing the annual Equal Employment Opportunity/Affirmative Action Plan (EEO/AAP), which is required by the Federal Transit Administration (FTA).

5. Health, Safety, and Environmental Compliance (HSEC) Department

The HSEC Department is responsible for ensuring OCTA's operations are compliant with applicable health, safety and environmental standards, codes, and regulations. The professional staff of the department develops and implements employee, fleet, and system safety programs and training to help mitigate employee injury and illnesses as well as damage to equipment and property. The HSEC Department will continue to support administrative, operations, and construction activities through health and safety program management which includes planned inspections, accident and incident investigations, hazard identification and resolution, regulatory agency liaison, program development and implementation, as well as maintenance.

6. Management Services Section

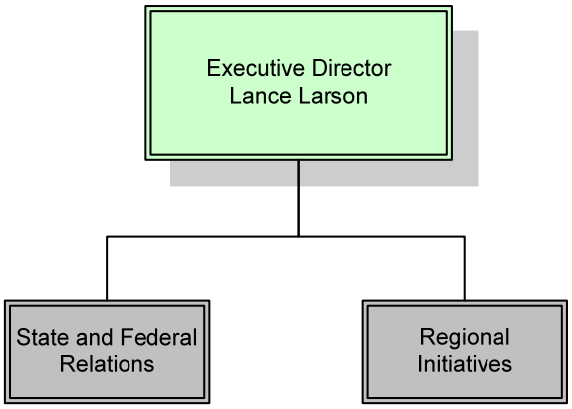
The Management Services Section is responsible for providing leadership, direction, planning, administration, and oversight for the development, implementation, and maintenance of the OCTA Strategic Plan, the Board Chairman Initiatives, as well as the CEO Initiatives and Action Plan. The Management Services Section works with division and department senior-level management on their plans and performance metrics supporting the division strategies. The Management Services Section is responsible for strategic and business process improvements, performance metrics, and reporting of metrics to all stakeholders on a monthly, quarterly, and annual basis.

7. Training and Development Section

The Training and Development Section is responsible for all development activities in the Talent Management lifecycle, including onboarding, skills acquisition, development, and succession. The Training and Development Department oversees New Employee Orientation, supervisory training, management and leadership academies, succession planning, team building, business skills development, technical skills enhancement and training, and organizational development activities. The department functions as an internal consultant to other divisions, providing transition planning, experiential training, competency assessment, and development planning. The Department also administers OCTA's mentor program and the Educational Reimbursement Program for OCTA. This Department retains a strategic focus, ensuring alignment between the Strategic Plan and core competencies.

D. Government Relations Division

The Government Relations Division is comprised of two departments. This Division serves as OCTA's liaison with Members of the California State Legislature and the United States Congress. In addition, it is responsible for developing and maintaining a competitive and proactive grant funding program.



1. Executive Director of Government Relations

The Executive Director of Government Relations is responsible for providing management direction to Federal, State, and Regional Government relations, while developing programs within OCTA and implementing the policy directives as articulated by the Board of Directors. The Executive Director's primary responsibilities include protecting and advancing OCTA's interests at the federal, state, and regional levels, establishing and executing strategic plan initiatives, and fostering an environment conducive to employee development. The Executive Director and staff actively seek OCTA Executive Management and OCTA Board Member participation where appropriate in advancing its mission.

2. State and Federal Relations Department

The State and Federal Relations Department serves as OCTA's liaison with Members of the California State Legislature and the United States Congress. The Department is responsible for securing state and federal funding, influencing legislative and regulatory actions, and assisting in the development and execution of the OCTA Board of Directors approved legislative agendas for Sacramento and Washington D.C. Following the adoption of the annual state and federal legislative platforms, the Department works to promote transportation needs, funding priorities, and policies that enable OCTA to provide the right mix of programs and services to fit the needs of the county and maximize the return of state and federal funding to OCTA. The Department works with state and federal agencies, state and national advocacy groups, transit operators, environmental advocates, labor leaders, business advocacy groups, and other industry stakeholders to advance policies, programs, industry-wide legislative and regulatory actions that benefit Orange County.

The State and Federal Relations Department is also responsible for developing and maintaining a competitive and proactive grant funding program that is responsive to the needs of the OCTA. These efforts include maximizing funding opportunities from all grant resources, promoting the favorable formulation of grant-related legislation and rule making, and serving as the OCTA's primary point of contact with funding agencies. The Department is responsible for timely grant applications, performance of awarded grants, and the responsible use of grant revenues.

3. Regional Initiatives Department

The Regional Initiatives Department serves as the liaison between OCTA and Orange County cities, the County of Orange, other special districts and Southern California's regional stakeholders charged with active coordination of planning efforts related to local and regional transportation initiatives. Working with all Orange County local jurisdictions and regional partners, this function coordinates the integration of policies and projects from the Long Range Transportation Plan (LRTP) with Los Angeles, Riverside, San Bernardino, Ventura, and San Diego Counties. OCTA participates in a number of transportation-related initiatives within the two Metropolitan Planning Organizations in Southern California -- the Southern California Association of Government and the San Diego Association of Governments. These initiatives address key multicounty mobility and coordination issues including the movement of goods from the ports of Los Angeles and Long Beach through the region including Orange County; development of regional policies for operation and management of carpool and/or managed lanes; and implementation of sub-regional programs, such as the Four Corners Study.

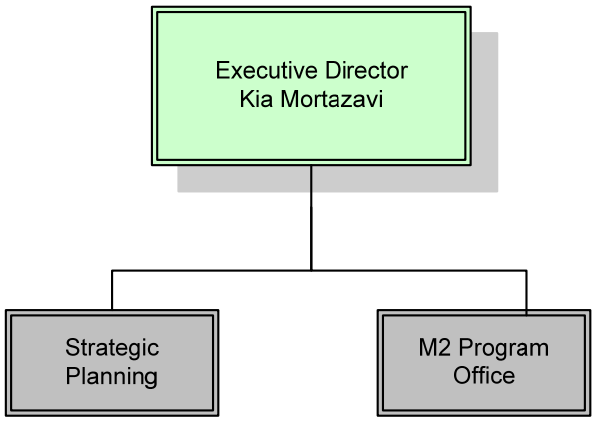
The objective is to ensure intercounty cooperation on transportation proposals facilities and advocacy for Orange County interests and priorities. The Regional Initiatives Department is in lock-step with OCTA's state and federal initiatives, helping to facilitate, promote, develop, and implement OCTA's priorities, programs, projects, and services.

E. Planning Division

OCTA's Planning Division is responsible for developing future transportation solutions and securing funding for projects in collaboration with local and regional transportation agencies, while ensuring adherence to Measure M2 (M2) requirements and compliance with state and federal mandates. Underpinning this work effort is the stated mission of the Planning Division: to provide planning and programming for transportation projects that meet the mobility needs of Orange County, consistent with the OCTA Strategic Plan. Critical planning and programming tasks are carried out through the three core functions of the Planning Division:

1. Planning
2. Programming
3. Program Management

The Planning function brings a multi-disciplinary team together to plan for major new projects and programs. Additionally, this team provides analytic support such as environmental review, transportation modeling, traffic signal synchronization, and geographic information system capabilities for other OCTA divisions and outside agencies (e.g., Orange County cities). The Programming function recommends funding for major new projects and programs – through M2 competitive programs, as well as with state and federal funds. The Program Management function ensures compliance with the M2 Ordinance including leading the required periodic reviews and development of plan adjustments.



1. Executive Director of Planning

The Executive Director of Planning sets the direction for, and leads the Planning, Programming, and Program Management efforts, as well as coordination of supporting activities with other OCTA divisions and external parties. The Strategic Planning Department identifies major new projects and programs and recommends funding for their implementation. This involves broad-scale information gathering, problem definition, alternatives development and evaluation, and an emphasis on the future implications of present decisions. In addition to planning for freeways, streets and roads, transit, bikeway, and environmental initiatives, this Department provides analytic support for the overall agency. Strategic Planning recommends the long-range vision for mobility for OCTA. This allows OCTA to plan projects (transit line, highway projects, or street or bikeway projects) that consider possible locations, timing, modes, and fund sources.

2. Strategic Planning Department

a) Regional Modeling and Traffic Operations Section

The Regional Modeling and Traffic Operations Section use state-of-the-practice analysis tools to simulate the "real world" transportation system and assess the benefits and impacts of potential transportation solutions. Computer models are used to predict future travel patterns in response to changes in the transportation system, regional development, and demographics. The Regional Modeling and Traffic Operations group develops transit ridership and traffic forecasts for major transportation planning and project development activities. The Traffic Operations unit is responsible for implementing multi-jurisdictional regional traffic signal synchronization projects. Important aspects of this responsibility involve leading the implementation of multi-agency signal synchronization efforts and oversight of the M2 competitive grants for the Regional Traffic Signal Synchronization Program.

b) Geographic Information Systems (GIS) Section

The GIS Section employs information technology to deliver analytical maps and information products to support the Planning Division and numerous other business functions throughout OCTA. In addition to maps and information products, the GIS section automates and streamlines repetitive and time consuming data analysis business processes, leading to the creation of planning and monitoring products that are not otherwise available.

GIS maintains the official inventory of the MPAH, supports M2 programs such as the Freeway Environmental Mitigation Program and traffic signal synchronization projects, as well as provides support to other major OCTA functions including the rail service expansion, Transit Planning, Marketing, and Outreach Departments, as well as many other functional areas by providing timely access to customized technical data and information products.

c) Capital Programs Section

The Capital Programs Section identifies projects through the transportation planning process, and programs state and federal funds to maximize their use to implement the highways, rail, bus, and streets and roads program of projects. Generally, transportation programming is the commitment of state and federal transportation funds over a multi-year period to particular projects and phases of implementation. Separate programming documents that consolidate various programming commitments, prepared and adopted for different purposes, are required under state and federal law. Once funds are committed, the programming function works with the Capital Programs Division to ensure that the projects are delivered consistent with commitments to the scope and schedule of the project, officially permitted uses, timely use of funds, and regulatory matters.

Another primary function of the section is programming and administration of state and federal transportation funding programs through the Federal Transportation Improvement Program, submittal of grant applications, and acting as the Regional Transportation Planning Agency and liaison to the California Transportation Commission.

d) Measure M Local Programs Section

The Measure M Local Programs Section develops, implements, and administers the M2 grant programs for streets and roads (Projects O, P, and Q), Transit Extensions to Metrolink (Project S), Community-Based Transit/Circulators (Project V), and the Environmental Cleanup Program (Project X). Activities include the commitment of local transportation sales tax funds to competitively funded projects. Once

funds are committed, the local programming function makes certain the projects are delivered consistent with the M2 Ordinance-approved scope and schedule of the project.

e) Transportation Planning Department

(1) Long-Range Planning and Corridor Studies Section

The Long Range Planning and Corridor Studies Section are responsible for long-range regional transportation planning efforts and developing transportation project concepts (from inception through preliminary engineering) for specific corridors and subareas of the County. These work efforts include coordination with stakeholders to develop priorities for transportation infrastructure improvements, as well as completion of necessary environmental and technical details to qualify specific projects for local, state, and federal funds.

The section's major work activities include:

- Developing and maintaining OCTA's Long-Range Transportation Plan (LRTP) – OCTA's vision for Orange County's transportation system.

- Ensuring regional (multi-county) plans are consistent with OCTA policies and priorities.

- Coordinating with the Orange County Council of Governments on the development of the Orange County's Sustainable Communities Strategy and other regional issues.

- Working with the Southern California Association of Governments (SCAG) on the development of the Regional Transportation Plan (RTP) to ensure that OCTA's projects and policies are incorporated into the larger Southern California RTP, and to allow OCTA to address regional issues such as AB 32 and SB 375.

- Coordinating with local/regional, state, and federal agencies on air quality monitoring and air quality conformity issues, consistent with the Clean Air Act.

- Coordinating with local/regional, state, and federal agencies on highway and multimodal corridor planning studies.

- Preparing conceptual engineering and planning studies for subsequent policy decisions and project development phases.

- Managing the Master Plan of Arterial Highways (MPAH) Program to promote an integrated county wide arterial highway system.

- Administering the Congestion Management Program, including conducting biennial traffic counts and reporting to local/regional, state, and federal agencies."[1]

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[1] FY 2013-14 Budget pg. 218

This effort includes reviewing initial eligibility requirements prior to award of funds, and project review after completion to ensure funds were appropriately expended. Lastly, this section is responsible for ensuring that local jurisdictions meet eligibility requirements for funding as required by Ordinance No. 3.

(2) Environmental Programs Section

The Environmental Programs Section is responsible for the M2 Environmental Programs, specifically implementing the Freeway Environmental Mitigation Program and Environmental Cleanup Program (Project X). This group also provides environmental expertise and support services to the other OCTA divisions as resources permit. The Freeway Environmental Mitigation Program's goals and objectives are to facilitate streamlining the biological resources permitting process for the M2 freeway projects through early acquisition and restoration of select open-space properties in collaboration with state and federal resources. This Section also oversees M2 programs to improve the water quality of Orange County's coast, bays, and waterways. In addition, this group is responsible for the OCTA Freeway Retrofit Soundwall Program and, in conjunction with the Long-Range Planning and Corridor Studies section, is working to complete several conceptual engineering and planning studies for the M2 freeway projects.

(3) Transit and Non-Motorized Planning Section

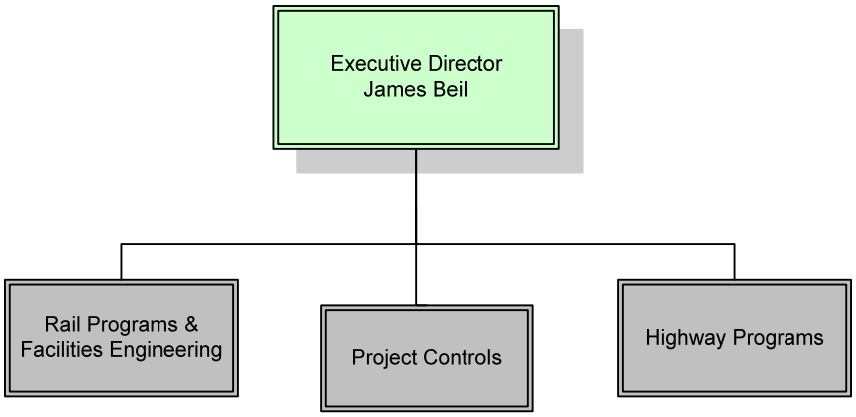
The Transit and Non-Motorized Planning Section develops plans and strategies for near-term transit service improvements as well bikeway needs. In support of fixed route transit, this section is responsible for developing and updating the Short-Range Transit Plan and Bus Capital Plans. In support of non-motorized transportation, the section conducts regional bikeway studies. The section also prepares the related project definition studies and implementation plans for the above mentioned efforts. To fill its roles, this group works with outside transit agencies, transit advocacy, bikeway advocacy, and local jurisdictions.

3. M2 Program Management Office (PMO)

The Measure M Program Management Office (PMO) department is committed to ensuring OCTA fulfills the promises made in Measure M including project and program activities of M2 and closeout activities of M1 consistent with the requirements of OCTA's constituents and stakeholders. This means not only completing the projects described in the M2 Transportation Investment Plan, but adhering to numerous specific requirements and high standards of quality called for in both Measures. The PMO is intended to provide unified oversight and action to ensure successful delivery and serves as the central point of advocacy and information. While other organizational units within OCTA carry out the Transportation Investment Plan's individual projects and programs, the PMO monitors and as appropriate, analyses, assesses, facilitates, coordinates, and reports on M1 and M2 activities and progress. Although the collection of revenues for M1 concluded, the PMO continues to ensure that all reporting on M1 projects and programs continues during the closeout years which are anticipated to continue through 2015. The PMO department supports OCTA's long-term direction and priorities towards completion of M1 and delivery of M2, and ensures seamless, effective, interdivisional communications and compliance with the M1 and M2 Ordinance.

F. Capital Programs Division

The Capital Programs Division is responsible for implementing OCTA's highway, railroad grade separation, and rail capital improvement projects throughout the county. The program of projects managed by the division includes Measure M1 and M2 along with state and federal funded projects. The Division is responsible for project development activities from the initial environmental phase through construction completion. In addition to developing a variety of capital projects, the Division is also responsible for improving and expanding rail service in Orange County in cooperation with the Southern California Regional Rail Authority and LOSSAN Joint Powers Authority.



1. Highway Programs Department

The Highway Programs Department ensures that freeway and highway improvement projects are implemented, including Measure M, state, and federally-funded projects. This Department provides overall management of projects and manages the implementation of individual projects design and construction, including other capital projects approved by the OCTA Board of Directors.

2. Rail Programs and Facilities Engineering Department

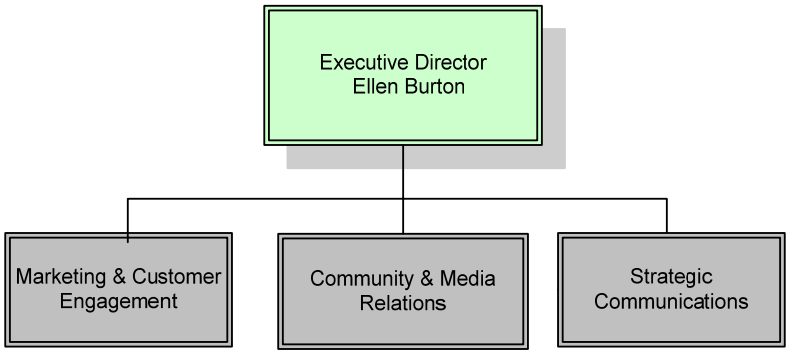
The primary responsibility of the Rail Programs Department is to expand Orange County's rail system and related transit services to provide more robust and more frequent service that supports and matches the growth and development patterns of the county and region. The design and implementation of a countywide high-capacity rail transit system, anchored on the backbone of the existing Metrolink system and Amtrak rail line, is the centerpiece of Renewed Measure M. This includes the 30-minute Metrolink service, local transit connectors, grade crossing safety, and quiet zone improvements, and development of key rail station into gateways to regional rail. Given this priority, rail and rail-related work comprise two-thirds of this Department's work effort.

3. Project Controls Section

The Project Controls Section is an integral part of project management and serves as an essential support function to the Highway Delivery and Rail Departments. Its primary role is to develop master schedules and establish budgets for the various capital programs and projects managed by the Capital Programs Division. The Project Controls Section also monitors the schedule delivery, budget, and cost status of projects throughout the multi-year development and delivery process.

G. External Affairs Division

The External Affairs Division supports the OCTA's goals and objectives through a wide range of communications, marketing, media relations, and community outreach programs.



1. Executive Director of External Affairs

The Executive Director of External Affairs reports to the CEO and is responsible for development and implementation of the annual External Affairs work program and coordination of communications activities in support of other OCTA divisions. Reporting directly to the Executive Director are three work units: marketing and customer relations, community and media relations, and strategic communications. The roles and responsibilities of the various work units within the Division are summarized below.

2. Community and Media Relations Department

The Community and Media Relations Department focuses on public communications in support of capital project development. Community relations staff implements public outreach and involvement programs to inform and advance the development of transportation projects. Staff works with stakeholders to ensure that the planning and environmental review process reflects a diverse range of positions, opinions, and concerns. During construction phases, staff conducts community outreach and public awareness programs to keep the public informed and create opportunities for problem solving to help projects move forward. Media relations staff develops public information programs. In addition to issuing news releases, updating online media communications, and fulfilling media requests for information, staff works strategically and creatively to gain media coverage of OCTA policies, programs, promotions, and services. Staff regularly files press releases, organizes media briefings and roundtables, and arranges tours and schedules interviews and filming sessions.

3. The Strategic Communications Department

The Strategic Communications Department conducts market research and supports transparency initiatives. This group also responds to various OCTA initiatives such as performance-based management/metrics, an expanded speaker's bureau, and performance assessments. This Department handles Measure M reporting and dashboard content management, Citizen / Other committee staffing (Taxpayers Oversight, Citizen Advisory, Special Needs in Transit Advisory, and Environmental / Water Quality committees), OCTA speaker's bureau, transportation planning study outreach, stakeholder database, corporate communications such as annual reports, Board Briefing Book, and customer and constituent research.

4. Marketing Department

The Marketing Department is responsible for creating awareness and building usage of OCTA services and programs. These initiatives include digital communications (the OCTA website, Text4Next, e-Bus Book, and other e-communications), creative support services, the vanpool, bicycle and rideshare programs, customer relations, and pass sales.

a) Marketing Programs Section

The Marketing Programs Section creates awareness and promotes usage of OCTA services including bus, Metrolink, 91 Express Lanes, and motorist services. Staff also administers the bus advertising revenue contract. This section provides outreach to schools, senior centers, and community events. The goal is to raise awareness, teach people "how to ride" bus/rail transit, and ultimately build ridership.

b) Customer Engagement Section

The Customer Engagement Section is OCTA's customer advocacy group, providing customer feedback primarily for OCTA bus and ACCESS service. Customer engagement staff oversees the operation of the outsourced telephone information center which assists customers with trip planning and provides general information to bus riders seven days a week, 365 days a year and handles more than 810,000 calls per year. This Section also staffs the OCTA Store and administers OCTA's retail pass program which includes more than 190 outlets.

c) Digital Communications and Creative Services Section

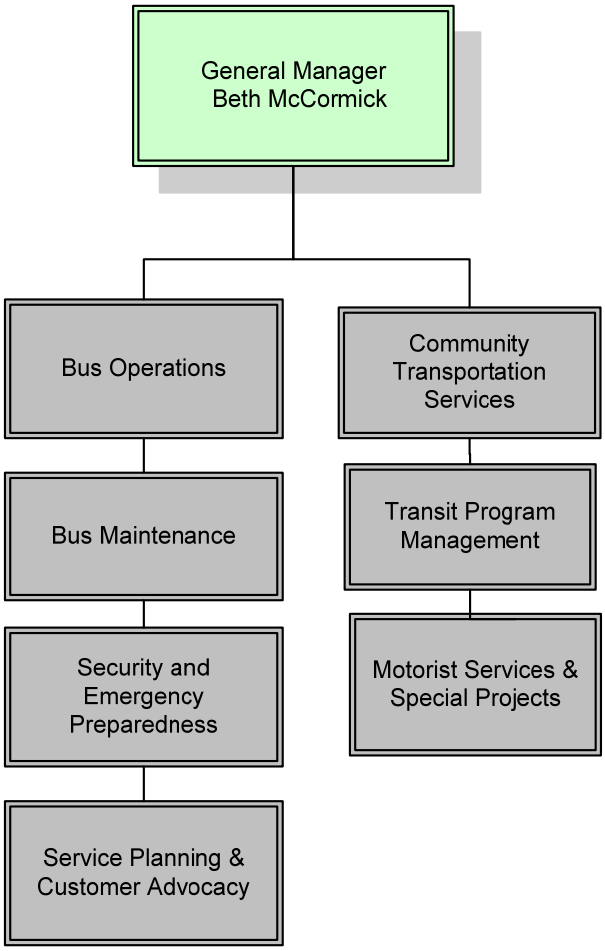
The Digital Communications and Creative Services Section staff provides technical expertise and tools to support OCTA communication and marketing goals. Staff develops online public information via OCTA's website, mobile devices, emails, and social media to engage customers and the community in a cost-effective way. In addition, this Section writes, designs, and produces public information materials in support of OCTA's internal, corporate, and service communication programs.

a) Vanpool and Bike Programs

The Vanpool & Bike Programs team conducts outreach and provides rideshare services to employers, employees, and colleges to encourage usage of alternatives to single occupant vehicle travel. In addition, staff markets and administers OCTA's growing vanpool and bike-share programs.

H. Transit Division

The Transit Division is one of OCTA's core business units delivering fixed route and paratransit bus services and motorist services to Orange County. Fixed route service includes local fixed route, community fixed route, express, Station Link (rail feeder), and special shuttle services. Paratransit bus services consist of ACCESS service, the complementary paratransit service required by the American's with Disabilities Act, and alternative programs providing service to seniors and persons with disabilities. Motorist Services include the Service Authority for Freeway Emergencies (SAFE) and the Orange County Taxi Administration Program (OCTAP). The Transit Division is responsible for the implementation, monitoring, and safety of all transit and motorist services. The Transit Division works collaboratively with all other OCTA divisions, to provide the public with safe, clean, reliable and efficient transit services. In addition, performance metrics are in place to measure system safety, courtesy, and reliability.



1. General Manager and Assistant General Manager

The Transit Division General Manager and Assistant General Manager are responsible for the day-to-day management of OCTA's transit services, encompassing the planning, operations, and maintenance functions. These management positions are also accountable for reporting the Division's financial and operational performance to the Chief Executive Officer and the Board of Directors. The General Manager and Assistant General Manager play a major role in leading OCTA's most publicly recognized service, including the development and implementation of strategies to improve the operation of the transit system. Other responsibilities include budget and financial reporting, operations performance monitoring, oversight of transit capital projects, strategic planning, managing the coach operator and maintenance collective bargaining units, organizational development, development of authoritywide emergency preparedness programs, and ensuring public safety by contracting with the Orange County Sheriff 's Department for Transit Police Services.

a) Bus Operations Department

The Bus Operations Department manages the delivery of bus service for OCTA's countywide fixed route bus system from three facilities located in the cities of Anaheim, Garden Grove, and Santa Ana. Each operations base includes a staff of professional managers, supervisors, window dispatchers, and extra board administrators to support service delivery. The primary function of the operating base is to ensure that all scheduled bus service is delivered. This work begins with the window dispatchers who are responsible for ensuring that all daily work assignments are covered. The base staff is responsible for oversight of coach operator performance including customer service, safety, and the administration of established work rules and the collective bargaining agreement. The Bus Operations Department also includes support functions such as Central Communications, Field Operations, and Operations Training.

(1) Central Communications Section

The Central Communications Section maintains a wireless communications link to all in-service buses to provide real-time service management, prevent or address service disruptions, and maintain the ability to quickly respond to emergencies. Central Communications staff also coordinates in-vehicle communications for Field Operations, Maintenance, and Transit Police Services, and serves as a central source for problem resolution. In addition, the section is considered part of the first responders' team on behalf of OCTA for any major emergency or disaster event in Orange County following the National Incident Management System (NIMS).

(2) Field Operations Section

The Field Operations Section is responsible for actively managing the bus service on the street. Field supervisors ensure that customer service and safety standards are achieved and service disruptions are minimized. Other responsibilities include coach operator mentoring and coaching, accident investigation, detour implementation, and conducting field evaluations of services, facilities, and bus stops.

(3) Operations Training Section

The Operations Training Section is responsible for training coach operators, conducting training campaigns at bases, retraining operators, and conducting the Annual Required Training (ART) for veteran coach operators mandated by the Department of Motor Vehicles (DMV). The training staff has played a key role in aligning the training programs corresponding customer service training.

b) Community Transportation Services (CTS) Department

The CTS Department is comprised of contract transportation oversight and the development of community partnerships to provide alternative transportation options for seniors and persons with disabilities. Oversight of contract operations includes monitoring vendor performance to effectively deliver transit services including ACCESS, OCTA's complementary paratransit service required by the Americans with Disabilities Act (ADA); contracted fixed route, including express bus service, StationLink rail feeder service which provides the connection between Metrolink commuter trains and employment centers, and the Same-Day Taxi Program for ADA-eligible passengers. The CTS staff provides direct oversight of contractor performance to ensure OCTA's operating and vehicle maintenance standards are achieved and maintained per contract guidelines, and OCTA standards. Under a successful effort to develop community partnerships, the department works with cities, the Orange County Office on Aging, the Regional Center of Orange County, adult day healthcare programs, Regional Center day programs, and private non-profit programs to implement alternative transportation services in the community. CTS staff also provides oversight of transit programs receiving federal grant funding for services for seniors, persons with disabilities, and persons of low income.

c) Transit Programs Management Department

The Transit Programs Management Department provides project management support for a variety of capital projects as well as operations analysis. The Department is responsible for managing and implementing technology projects to improve the efficiency of operations. Key projects currently in place, being implemented, or in the development phase include: Intelligent Transit Management System (ITMS) to upgrade the existing radio system for both ACCESS and fixed-route services, upgrade the servers and access points for on-board video surveillance system (OBVSS) to improve Wi-Fi coverage at all bases and speed-up the uploading of recorded videos, explore fare integration technology and policies to improve regional transit, and replace the aging fluid management system to monitor fuel consumption, to name a few.

d) Operations Analysis Section

The Operations Analysis Section supports the Transit Division by preparing unbiased, independent, and value-added financial and administrative analyses. Staff conducts research, analyzes operational data, and manages projects in the Transit Division. A key role of this unit is to ensure that capital and service needs for the Division are accurately reflected in the Comprehensive Business Plan and the Bus Capital plan. This unit is responsible for a number of projects including coach operator manpower planning, revenue fleet planning, preparing the Transit Division Dashboard which summarizes performance measures each quarter, developing and tracking the Division budget, preparing the National Transit Database (NTD) monthly and annual reporting, and project management of the Anaheim Transportation Network and the City of Irvine iShuttle contract agreements along with other special projects.

2. Motorist Services Department

The Motorist Services Department plans, directs, and administers several elements of the OCTA family of services. These include the Service Authority for Freeway Emergencies (SAFE) and the Orange County Taxi Administration Program (OCTAP). SAFE operates the Freeway Service Patrol (FSP) program, the call box system, and the 511 motorist aid traveler information system. OCTAP regulates the taxicab industry for the County of Orange and its 34 cities and is funded through company, vehicle, and driver permit fees. For these programs, the Motorist Services Department personnel ensure that management and operational controls and resources are in place to effectively and efficiently implement these programs.

3. Maintenance Department

The Maintenance Department is responsible for providing and maintaining a multitude of items, including the directly-operated fixed-route revenue and non-revenue fleets, as well as associated operations and maintenance facilities. In addition, the Department is responsible for heavy maintenance and electronics support for directly-operated and contractor-operated revenue fleets, and procurement of all OCTA rolling stock. The Department consists of five sections, which include: three Maintenance Base Operations, Maintenance Resource Management (MRM)/Facilities Maintenance, and Transit Technical Services (TTS). The department performs routine maintenance on an active fleet of revenue vehicles consisting of 40-foot liquefied natural gas (LNG) buses, 40-foot compressed natural gas (CNG) buses, 60-foot diesel articulated buses, and heavy maintenance for directly- operated and contracted fixed-route vehicles. In addition to the revenue fleet, the Department also maintains non-revenue support vehicles (approximately 230 miscellaneous equipment, cars, trucks, and vans), and a contingency fleet of 49 buses.

a) Base Operations

Base Operations has three vehicle maintenance facilities located in the cities of Anaheim, Garden Grove, and Santa Ana which provide preventive maintenance, servicing, fueling, fare collection, and bus cleaning functions. The Anaheim Base operates 24 hours per day Monday through Friday, and Garden Grove and Santa Ana Bases operate 24 hours a day, seven days a week. In addition to vehicle maintenance activities, the Santa Ana Base also houses TTS, Maintenance Training and a number of specialty shops including the body shop, upholstery shop, rebuild shop, machine shop, electronics, and the automotive shop.

b) MRM/Facilities Maintenance

MRM/Facilities Maintenance is comprised of four functional units: Fleet Analysis, Maintenance Administration, Contract Support Management, and Facilities Maintenance. Staff in this Section is responsible for managing the systems that track, schedule, and report on all OCTA vehicle maintenance activities, movement of all vehicles between bases, and disposal of assets after they reach their useful life. Staff conducts research and analysis on fleet performance, manages the Department budget, and prepares reports to track monthly maintenance performance indicators and vendor compliance. Facilities Maintenance performs all maintenance for OCTA-owned properties, buildings, and equipment, including five operating bases (Anaheim, Garden Grove, Santa Ana, Irvine Sand Canyon, and Irvine Construction Circle), seven transit centers, and two OCTA park-and-ride centers.

c) Transit Technical Services

Transit Technical Services includes a variety of maintenance support functions including engineering and quality assurance and controls, fleet document control, environmental compliance and reporting, vehicle change design and implementation, and maintenance training. This section provides expertise in the areas of: air quality, alternative fuels, bus rehabilitation, diagnosis and resolution of equipment issues, and the purchase and implementation of new technology and equipment. In addition, staff provides quality assurance during all phases of vehicle acquisition including both in-plant and on-site acceptance, fleet inspections, warranty assistance for fleet defects, and manages the specialized tooling recalibration program.

4. Service Planning and Customer Advocacy Department

The Service Planning and Customer Advocacy Department is comprised of three functional areas: Service Planning and Scheduling, Customer Advocacy, and Stops and Zones. The primary tasks of Service Planning and Scheduling are to create bus schedules, determine vehicle requirements, and develop coach operator work assignments. The Department also participates in market studies, manages the service change process, is responsible for frequency, span, coverage of service, applies service goals and guidelines, and monitors bus system performance.

a) Customer Advocacy Section

The Customer Advocacy Section is designed to represent the interests of the agency's internal and external customers as part of the Transit Division's decision-making process. All Department staff are customer advocates and work to improve communication, understanding, and comprehensive decision making by acting as problem solvers that facilitate travel throughout Orange County.

b) Stops and Zones Section

The Stops and Zones Section is responsible for establishing new bus stops and maintaining the agency's 6,200 plus bus stop locations. The section provides expertise to city traffic engineers, planners, architects, and developers regarding the safe placement of bus stops, appropriate transit and passenger amenities, and ADA-mandated accessibility issues. Staff also reviews street improvement projects, environmental impact reports submitted by various agencies, and maintains the County's bus stop database on a daily basis.

5. Security and Emergency Preparedness Department

The Security and Emergency Preparedness Department performs the two essential functions described in its namesake. The security area includes physical security concerns such as: protecting employees, customers, and visitors, asset protection, threat assessment, intelligence gathering, monitoring homeland security issues and trends, and maintaining liaison with relevant agencies and other jurisdictions. The Department manager oversees a contract with the Orange County Sheriff's Department (OCSD) for Transit Police Services (TPS). Under this contract, the OCSD provides security and law enforcement services for all of OCTA's bus operations, OCTA-owned transit and operating facilities, OCTA-owned railroad right-of-way, and security at OCTA Board meetings. Major projects within the security field include enhancement of physical security measures at OCTA bases, initiating model programs in anti-terrorism and anti-crime within bus operations and rail right-of-way, and continuing the award-winning Tracking Automated Graffiti Reporting System (TAGRS). Emergency preparedness encompasses all OCTA actions to prepare for, respond to, and recover from disasters. Planning, training OCTA personnel, exercising emergency plans, and coordinating with the County of Orange Emergency Management Bureau are ongoing activities. Major projects in the Emergency Preparedness Department include a progressive training and exercise program to enhance OCTA's disaster response capabilities, continuing to develop the emergency management training and exercise design team, providing emergency management training for senior executives, and building organization resiliency through an aggressive Continuity of Operations (COOP) program. Many projects in the Security and Emergency Preparedness Department are grant funded by the federal Transit Security Grant Program, State Proposition 1B funds, and other grant sources.

Section 2

Continuing and Emerging Issues

Contents

I. Introduction- Continuing and emerging Issues

During the course of the next five years, OCTA endeavors to predict trends that may affect the accomplishment of the mission and vision of the organization. Where trends have a potential to become risks, OCTA mitigates those risks by preparing action plans to minimize their affect. This section describes key trends that will potentially affect OCTA.

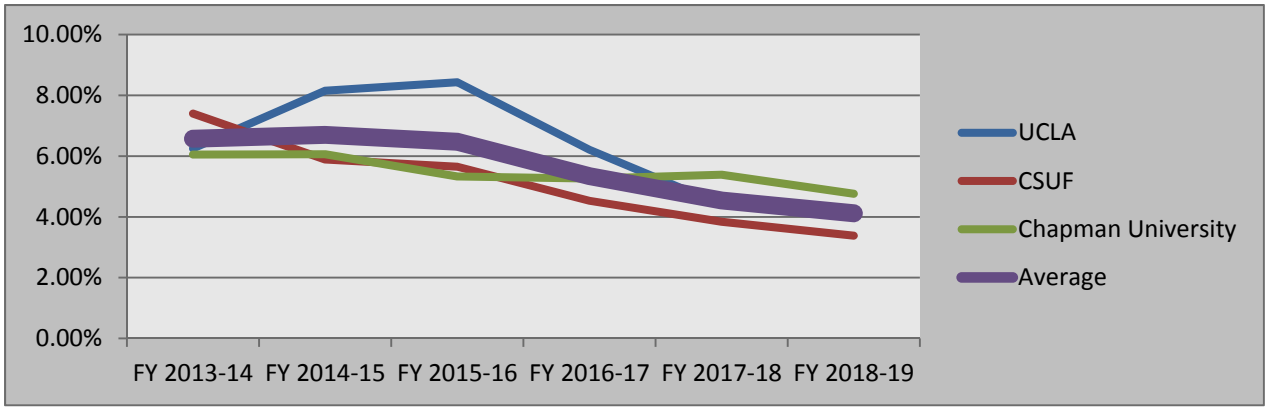
II. OCTA Revenues

In developing the annual OCTA budget, OCTA forecasts the sales tax growth rate based on an average growth rate from three universities' forecasts. The growth rate is used to calculate the anticipated Local Transportation Fund (LTF) and Local Transportation Authority (LTA), also known as the Measure M2, fund sales tax. Please see pages 228-232 for definitions of LTF and LTA. The forecasting universities are:

- University of California, Los Angeles (UCLA)
- California State University, Fullerton (CSUF)
- Chapman University, Orange

Based on the average from these three local universities, it is expected that the Orange County economy will grow for the next several years. Given this information, OCTA expects funds from LTF and LTA, to increase through FY 2018–2019. The three university forecasts and the average forecast OCTA uses are shown in the table and graph below.

UNIVERSITY	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
UCLA	6.25%	8.15%	8.43%	6.21%	4.39%	4.24%
CSUF	7.40%	5.89%	5.65%	4.53%	3.84%	3.38%
Chapman University	6.05%	6.06%	5.33%	5.26%	5.39%	4.76%
Average	6.57%	6.70%	6.47%	5.34%	4.54%	4.12%



A. Budget Assumptions and Targets FY 2014-2015

1. Sales Tax Revenue Growth Rate

The blended rate for FY 2014-2015 from the three universities forecast is 6.70 percent. However, the actual growth rate OCTA is experiencing is 5.98 percent overall. OCTA's projection for LTA is 5.5 percent, and the projection for LTF and the State Transit Assistance (STA) funding is 3.0 percent. The proposed budget is:

- LTA – FY 2014-2015 Proposed Budget of $295.5 million
- LTF – FY 2014-2015 Proposed Budget of $136.5 million
- STA – FY 2014-2015 Proposed Budget of $18.1 million

These numbers represent an estimated decrease of $9 million compared to FY 2013-14 Budget.

2. Farebox Revenue

Farebox revenues are derived from passenger fares generated from fixed-route bus service and paratransit service, including senior and disabled fare subsidies. The proposed budget is:

- FY 2014-15 budget of $62.2 million. This number is an estimated increase of $1.1 million compared to the FY 2013-2014 budget.

3. 91 Express Lanes Revenue

The SR-91 Toll Road Fund is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes.

- FY 2014-2015 budget of $41.5 million. Number is an estimated increase of $3.3 million compared to FY 2013-2014 approved budget.

III. Transportation Funding Uncertainties

Forecasting available transit revenues has been increasingly difficult due to the lack of a longer-term federal transportation act, reliance on the state's budget process to determine State Transit Assistance funding levels, and fluctuating sales tax revenues.

The variables include unemployment, taxable sales, and availability of federal/state transit revenues. The following trends will need to be addressed accordingly throughout the next five years.

A. California Funding for Transportation Trends

1. Gasoline Excise Tax

"The California excise tax on gasoline is 39.50¢ per gallon, the highest gas taxes in the country. California's excise tax on gasoline is ranked #1 out of the 50 states. The California gas tax is included in the pump price at all gas stations in California.

In March 2013, the State Board of Equalization approved raising the excise tax for gasoline to 39.5 cents a gallon, a 3.5-cent increase which took effect statewide July 1, 2013. The excise tax is the byproduct of laws, signed by former Gov. Arnold Schwarzenegger in 2010, that created a new tax structure for gasoline and mandated that the Board adjust the state gas excise tax rate by March 1 of each year.

The new tax structure (known as the "gas tax swap") eliminated the general fund portion of the sales and use tax on motor vehicle fuel and raised the excise tax. The change was proposed when the state sales tax rate was reduced in 2010, and the Schwarzenegger administration was looking for ways to free up money to balance the state budget.

The swap was designed to ensure that state taxes consumers pay at the pump remain the same as they would have been under the previous tax structure, however, by changing the tax from a sales tax to an excise tax the state government nullified laws reserving most of the gas-pump sales tax for transit agencies. Officials claimed this move would free up hundreds of millions of dollars for the state general fund. The plan for the excise tax would be to increase it annually for 10 years. "[1]

Under the old tax structure, a consumer paying $4.45 a gallon at the pump paid $3.96 for fuel, 18 cents in excise tax and 31 cents in sales tax, which would have gone to transit agencies. Under the current structure, the same $4.45 for a gallon of gas breaks down this way: $3.96 for fuel, 39.5 cents in excise tax, which goes to state transit projects, and 10 cents in sales tax.

Gasoline sales tax revenue funds local government programs; the state excise tax on gasoline funds highway and mass transit projects throughout California.

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[1] http://www.huffingtonpost.com/2013/03/01/california-gas-tax_n_2788918.html

a) Transportation Development Act (TDA)

Due to the gas tax swap, sales tax on a gallon of gasoline has been reduced by approximately two thirds. In 2012 and 2013, the state continued to fund transportation and transit programs at traditional levels. However, that could change in the future. Under the Transportation Development Act (TDA) of 1971, the law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. The TDA provides two funding sources:

1. **Local Transportation Fund (LTF)**, which is derived from a ¼ cent of the general sales tax collected statewide.

2. **State Transit Assistance Fund (STAF)**, which is derived from sales taxes on gasoline and use taxes on diesel fuel.

The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The STAF funds are appropriated by the Legislature to the State Controller's Office. That Office then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50 percent of STAF funds be allocated according to population and 50 percent be allocated according to operator revenues from the prior fiscal year.

Approximately 25 percent of OCTA's revenue is received from local sources of which LTF and STAF are the major contributions. LTF and STAF funds contribute to:

- planning and program activities
- pedestrian and bicycle facilities
- community transit services
- public transportation
- bus and rail projects

"STAF funds received by the TDA for Orange County was:

- FY 2011/2012 $22,436,083
- FY 2012/2013 $26,415,198"[2]

STAF funding is important to OCTA as other funding programs such as Proposition 1B reach their conclusions. As state debt continues to mount, it is a possibility that the state may transfer and shift funding responsibilities to the local level. In order to combat the loss of revenue to the local level, two propositions were approved, California Proposition 22 and California Proposition 26.

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[2] Transportation Development Act, April 2013, pg. 177

b) California Proposition 22

In response to the state changing the tax structure for gas with the potential of keeping the revenues to pay the California government debt, California Proposition 22, Ban on State Borrowing from Local Governments (2010) was approved. Officially known as: California Proposition 22, The Local Taxpayer, Public Safety, and Transportation Protection Act, was on the November 2, 2010 ballot in California as an initiated constitutional amendment, where it was approved.

The language of the proposition is meant to protect existing funds that are allocated to local government, public safety, and transportation. The initiative would prohibit the state from accessing these funds. Under the proposal, the state would not be allowed to take:

- Revenue derived from locally imposed taxes, such as hotel taxes, parcel taxes, utility taxes, and sales taxes. These local taxpayer dollars are dedicated to cities, counties, special districts, and redevelopment agencies and are used to fund public safety, emergency response, and other local government services.

- Local public transit and transportation funds, including funds from Proposition 42 gas tax, Highway Users Tax Account gas tax.

c) California Proposition 26

California Proposition 26 provides for a supermajority vote to Pass New Taxes and Fees (2010), was passed in November 2010, and requires a two-thirds supermajority vote in the California State Legislature to pass many fees levies, charges and tax revenue allocations. Also known as the "Stop Hidden Taxes" initiative, it prohibits politicians from using loopholes to raise even more taxes by disguising them as fees.

Since November 2010, the "state continued to fund transportation and transit programs at traditional levels. However, the road ahead may contain some reasons for caution in projecting future revenue levels."[3]

d) OCTA Legislative Platform Recommendations

- Support efforts to maintain and protect transportation and transit funding and distribution formulas approved under the gas tax swap.

- Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded.

- Oppose efforts to divert or reclassify transportation revenue sources, including General Fund purposes

[3] OCTA State Legislative Platform 2013-2014, pg. 1

2. California Proposition 1B Funding

Proposition 1B funding authorized the state to sell about $20 billion of general obligation bonds to fund transportation projects to relieve congestion, improve the movement of goods, improve air quality, and enhance the safety and security of the transportation system. The following are other programs falling under Prop 1B:

- **Corridor Mobility Improvement Account (CMIA):** A $4.5 billion allocation for performance improvements on the state highway system or major access routes to the state highway system.

- **Highway-Railroad Crossing Safety Account (HRCSA):** Provides $250 million for the completion of high-priority grade separation and railroad crossing safety improvements.

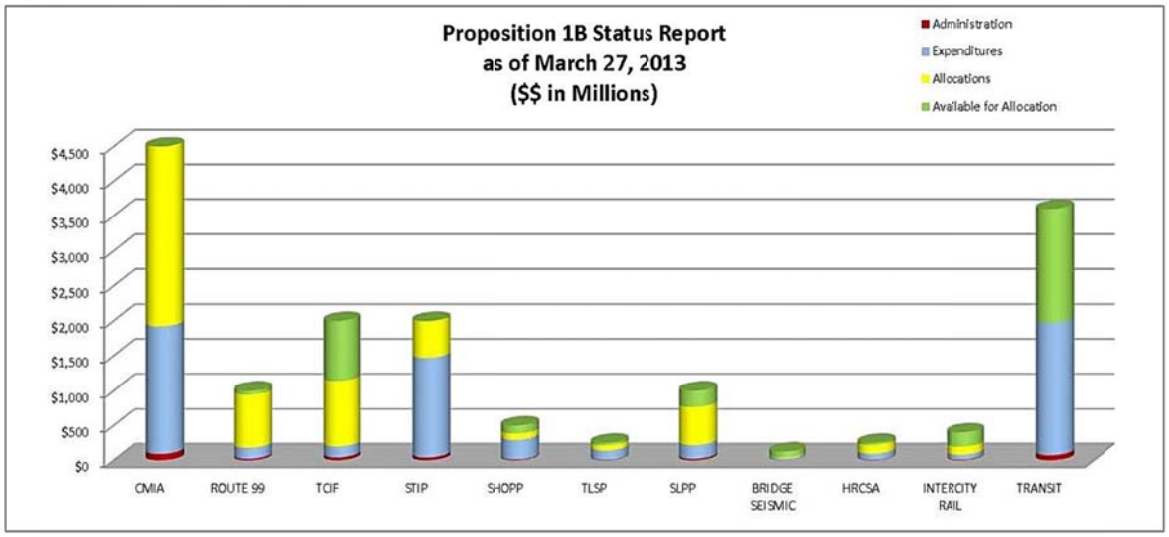
- **State-Local Partnership Program (SLPP):** A $1.0 billion allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. The Bond Act required a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

- **Trade Corridor Improvement Fund (TCIF):** Provides $2 billion, for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement.

- **Traffic Light Synchronization Program (TLSP):** A $250 million program to fund traffic light synchronization projects and other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

- **State Transportation Improvement Program (STIP):** The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years.

California Department of Transportation
Division of Transportation Programming



PROGRAM	CMIA	ROUTE 99	TCIF	STIP	SHOPP	TLSP	SLPP	BRIDGE SEISMIC	HRCSA	INTERCITY RAIL	TRANSIT	TOTAL
Authorized by Prop 1B	$4,500	$1,000	$2,000	$2,000	$500	$250	$1,000	$125	$250	$400	$3,600	$15,625
Administration (2%)	$90	$20	$40	$40	$10	$5	$20	$2	$5	$8	$72	$312
Available for Allocation	$4,410	$980	$1,960	$1,960	$490	$245	$980	$123	$245	$392	$3,528	$15,313
Allocations (as of 3/5/13)	$4,410	$926	$1,097	$1,957	$374	$212	$746	$33	$213	$189	$1,899	$12,056
Expenditures (as of 2/28/13)	$1,833	$160	$158	$1,433	$283	$136	$199	$23	$88	$71	$1,899	$6,284

Data as of 3/27/2013
Printed on 4/3/2013

As of March 2013, the California Department of Transportation reports that roughly 77 percent of funds authorized by Prop 1B have been allocated. Many of these programs will reach their conclusion soon. Alternate sources of funding will need to be developed to replace this funding stream as it runs out.

a) OCTA Legislative Platform Recommendations

- Flexibility should be included in any state transit funding source, allowing transit operators to use the funding for both operations and capital expenditures.

- Support legislation to implement the provisions of MAP-21 in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions.

B. Federal Funding Trends

1. Moving Ahead for Progress in the 21st Century Act (MAP-21)

"On July 6, 2012, President Obama signed Public Law 112-141, Moving Ahead for Progress in the 21st Century (MAP-21) which authorizes surface transportation funding for federal fiscal years 2013 and 2014. However, MAP-21 lacks the firewalls from previous transportation authorization legislation. In the past, these firewalls required the annual appropriation of all authorized amounts from the Highway Trust Fund. Therefore, the annual appropriations process will continue to play a role in the OCTA federal legislative platform and OCTA will continue to advocate for the largest possible annual appropriations to implement MAP-21."[4]

OCTA receives funding under the Formula Programs, Section 5307-Urbanized Area Formula Capital Grant Program, and Section 5309 - Discretionary Capital Grant Program: The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities:

- New fixed guideway systems: (New Starts Program and Small Starts)
- New and replacement buses and facilities: (Bus and Bus Related Facilities Program)
- Modernization of existing rail systems

a) OCTA Legislative Platform Recommendations

With the passage of MAP-21, OCTA efforts will focus on regulatory implementation of this legislation and on possible additional legislation to compliment the programs and provisions set out in MAP-21. OCTA will advocate for the following issues:

- Advocate for a fair and equitable distribution of MAP-21 funding to OCTA from the State of California in accordance with any agreed-upon statewide administrative plan or enacted state legislation.

- Upon definition and approval by the Board, seek support from the Federal Transit Administration and Orange County Congressional Delegation for any fixed guideway transit projects approved for implementation by the Go Local process.

- Pursue eligibility of Congestion Mitigation Air Quality (CMAQ) program funding for at least three years of operating expenses associated with any new start fixed guideway projects in Orange County.

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[4] OCTA Federal Legislative Platform 2013-2104, pg. 1

- Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs, in accordance with MAP-21 and OCTA Breaking Down Barriers, which was approved by the Board on March 28, 2011.

- Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities, in accordance with MAP-21 and OCTA Breaking Down Barriers, which was approved by the Board on March 28, 2011.

2. Goods Movement

More and more, the movement of freight affects us all. Making efficient, reliable, and safe transportation of goods critical to the County's mobility and continued economic growth. "The twin Ports of Los Angeles and Long Beach, while still considered "America's Gateway," and the nation's busiest ports, have both suffered significant fluctuations in volume because of the volatility of the worldwide economy. The ports are not expected to fully recover from the downturn for many years. Even with this forecast, the maintenance and improvement of our region's goods movement infrastructure must continue to be a priority if our region is to remain competitive with the rest of the world and be responsive to the consumer needs of the nearly 18 million people living in Southern California."[5] By recognizing the significance of goods movement and the challenges facing the region, OCTA will continue to support comprehensive regional planning efforts that lead to investments and operational improvements that keep people, freight, and economy moving.

[5] OCTA Federal Legislative Platform 2013-2104, pg. 4-5

IV. Population and Employment

As the Metropolitan Planning Organization the Southern California Association of Governments (SCAG) covers a six county region, including Orange County. According to SCAG, Orange County's population is projected to increase by 13.48 percent between 2000 and 2020. The population projection for the six counties SCAG represents is 31.5 percent. This is an increase of 385,400 people in Orange County and 5,353,000 for all six counties.

It is also "projected that there will be nearly 720,000 people over the age of 60 living in Orange County in the year 2020, a 64 percent increase from 2005. It is further projected that 60,735 of these will be over 85. Orange County's 838,000 baby boomers began turning 65 in 2011."[6] This aging population will further stress OCTA's ACCESS transit program.

The employment forecasts have a positive trend as well. According to the Employment Development Department (EDD)[7] of the State of California, total non-farm employment in Orange County is projected to add 189,000 jobs by 2020.

The population increase and a recovering economy will lead to further growth strains to the transportation system, increasing the impact on freeways, local streets, intersections, and railways.

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[6] http://www.ocgrandjury.org/pdfs/agingorangecounty/agingorangecounty.pdf

[7] State of California Employment Development Department, employment estimates 2013

V. Regulatory Requirements

A. Environmental, Sustainable Communities, and Climate Protection Constraints

In California and more recently throughout the world, air pollution and water quality has increasingly become an environmental issue. Air and water pollution regulations have become increasingly stringent and onerous on California businesses and taxpayers in recent years. California legislators are now especially concerned about the health effects of diesel particulate matter (dpm). This has made the siting of warehouses, logistics facilities and other industrial uses, which generate substantial truck traffic, increasingly problematic to environmentalists, due to a perceived potential for health risk exposure to nearby residential neighborhoods, hospitals, and other alleged sensitive receptors. Despite solid arguments against manmade global warming and carbon dioxide as a greenhouse gas, and the vast improvements in gasoline engines and especially in clean diesel engine technology the State of California adopted, several regulations Southern California must comply with, including:

1. California's AB32 (Global Warming Solutions Act)

"In 2006, the Legislature passed Assembly Bill 32, the Global Warming Solutions Act of 2006, which set the 2020 greenhouse gas emissions reduction goal into law. It directed the California Air Resources Board (ARB) to begin developing discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit."[8]

2. California's Sustainable Communities and Climate Protection Act, Senate Bill (SB) 375

"Sustainable Communities requires the California Air Resources Board (CARB) to develop regional greenhouse gas emission reduction targets for passenger vehicles. The CARB is to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations (MPOs). Each of California's MPOs then prepares a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing and transportation planning. Once adopted by the MPO, the SCS will be incorporated into that region's federally enforceable regional transportation plan (RTP)."[9]

"In 2013-14, the CARB will undertake several large endeavors, including revising the Scoping Plan to ensure the state is on track to meet the statewide 2020 greenhouse gas emission reduction target, administering the first auctions for the cap-and-trade system for greenhouse gas emissions, and potentially revising the SB 375 targets. Within each of these efforts, transportation stakeholders must be at the table to ensure that any guidance, revisions or allocations of revenue allow for feasible emission reductions to occur, without further burdening already stressed operating systems. "[10]

"Furthermore, as the state seeks methods of creating economic stimulus through streamlined regulatory processes, focus is likely to be on the environmental review process and possible revisions that will allow for additional expediency in project delivery, while maintaining existing environmental

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[8] California Air Resource Board, http://www.arb.ca.gov/cc/ab32/ab32.htm
[9] California Air Resource Board http://www.arb.ca.gov/cc/sb375/sb375.htm
[10] OCTA 2013-14 State Legislative Platform, pgs. 2-3

protections. Duplications in the federal and state processes deserve special attention with the California Environmental Quality Act providing protections that exceed federal requirements. As regulatory processes continue to move forward that target fuel mix and vehicle technology, attention must be directed at these environmental regulations to ensure technological and economic feasibility as they are implemented."[11]

3. OCTA Legislative Platform Recommendations

- Support efforts to ensure local flexibility in meeting the goals of AB 32 and the use of any associated funding
- Support the eligibility of the transportation sector and inclusion of county transportation commissions as eligible recipients of any funding mechanism created for AB 32 implementation
- Support the eligibility of transit agencies as recipients of revenues secured through the sale of cap-and-trade allowances by independent operator utilities
- Support efforts to ensure the availability of proven technology and adequate funding prior to the implementation of zero emission bus regulations
- Support incentive-based compliance measures rather than punitive policies
- Oppose efforts to create regulations, or strengthen existing standards, that are not currently economically practicable or technologically feasible
- Support legislation to streamline the environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections
- Support the creation of grant programs to assist with compliance of the adopted regulations

B. Federal Environmental Policy and Other Regulatory Requirements

Federal environmental laws and regulations affecting OCTA include the National Environmental Protection Act, the Federal Clean Air Act, Federal Water Pollution Control Act, and the Endangered Species Act.

1. Energy Issues

The transportation sector is the largest consumer of petroleum in the United States, therefore, the focus by Congress to further develop energy efficient policies is likely to have an impact on OCTA operations.

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[11] OCTA 2013-14 State Legislative Platform, pg. 3

2. Reauthorization of the Highway and Transit Programs

In September 2014, the Safe, Accountable, Flexible, Efficient Transportation Equity Act funding will expire. OCTA has received over $1.4 billion in transportation funding from programs authorized under the act. A large percentage of the funds are used to fund OCTA's transit operating budget. As new federal funding legislation is considered, OCTA will need to prepare an approach to secure the new transportation reauthorizations.

C. Implementing the Affordable Care Act (ACA)

In 2014, the group health plan marketplace will change dramatically. OCTA is planning ahead and taking action to address the following ACA mandates:

- Individual mandate for most individuals to be insured.
- Exchanges available for individual and small group policies.
- Employers must offer minimum essential coverage.
- Health plan must offer minimum essential coverage that is affordable and provides minimum value.
- For employers of 50+ full time employees (FTE). FTE is defined as 130+ hours a month.
- Large employers subject to tax penalties

D. Pension Reform

On September 12, 2012, Governor Brown signed Assembly Bill 340, which enacted the Public Employees' Pension Reform Act (PEPRA). This law created a new benefit plan for purposes of retirement for newly eligible employees entering public sector employment.

Taking a proactive approach in April 2013, OCTA approved a phased pension reform plan that implements PEPRA requirements. Beginning January 1, 2014, all administrative employees hired prior to January 1, 2013 will be required to pay 25 percent of the employee contribution for participation in the Orange County Employees Retirement System (OCERS). Commencing January 1 of each year thereafter until 2017, all administrative employees hired prior to January 1, 2013 will be required to pay an additional 25 percent of the administrative employee contribution for participation in OCERS. The contributions will increase each year until employees are paying 100 percent of their employee share by January 1, 2017, which is one year ahead of the PEPRA goal of January 1, 2018.

OCTA's 1,100 union-represented coach operators, maintenance workers, facilities technicians and parts clerks already contribute 100 percent of the employee share. This phased approach will help minimize the impact to employees while looking to the long-term financial sustainability of our agency.

During the first pay period in January 2014, all administrative employees began paying 25 percent of the employee contribution for participation in OCERS.

Through this phased approach it is expected that nearly $8.2 million taxpayer dollars will be saved during the three-year period. In 20 years, as employees continue to pay their pensions, nearly $85 million will be saved.

OCTA's nearly 450 administrative employees belong to the OCERS and the overwhelming majority – 96 percent – have a retirement formula of 1.67 percent at the age of 57.5. This is one of the lowest pension formulas in the state.

E. 13(c) Issues

On September 12, 2012, Governor Brown signed Assembly Bill 340, which enacted PEPRA, a new benefit plan for purposes of retirement for newly eligible employees entering public sector employment. Applying to all state and local retirement systems, with the exception of California charter cities and counties who maintain their own independent retirement systems.

Over union objections, transit workers filed complained to the U.S. Department of Labor (DOL), that PEPRA violated their collective bargaining rights. The DOL agreed with the transit union objections and warned that California's new pension law ran afoul of a federal mass transit statute requiring that employee protections, commonly referred to as "protective arrangements" or "Section 13(c) arrangements" must be certified by the DOL. The DOL must certify that a mass transit provider is following the rules as the final step in the federal grant process. If the DOL decertifies an agency, the federal money is not released until the agency is recertified.

As a general rule, Section 13(c) protects transit employees who may be affected by Federal transit funding. Section 13(c) requires the continuation of collective bargaining rights, and protection of transit employees' wages, working conditions, pension benefits, seniority, vacation, sick and personal leave, travel passes, and other conditions of employment.

The DOL, in tandem with transit unions, argued that PEPRA conflicts with transit worker's collective bargaining rights. As such approximately $1.6 billion in state-wide public transit grants were withheld due to the dispute over PEPRA.

For months, the DOL and Governor Brown's administration negotiated over the legality of PEPRA. In early September 2013, discussions between California and the DOL broke down. The federal government immediately revoked $54 million in grants to public transit. In addition, the remaining $1.6 billion owed to California in mass transit grants were withheld, jeopardizing thousands of construction and transit jobs throughout California.

In response, an emergency bill (AB 1222) was brokered on October 4, 2013, which exempted transit workers from the pension overhaul until 2015. In turn, the DOL re-certified California as having complied with the law and allowed the remaining grants to the state for 2013 and 2014.This deal temporarily exempts California transit workers from PEPRA.

On the same day AB 1222 went into effect, Governor Brown took legal action, challenging the DOL's ruling that PEPRA conflicts with California transit worker's collective bargaining rights. If the Court upholds the DOL's ruling, then AB 1222's exemption of public transit workers from PEPRA becomes permanent. If the court overturns the DOL's ruling, then the exemption of public transit workers will expire, and transit workers will be subject to PEPRA.

Pending a court decision, transit employees will be exempt until a federal court overturns the DOL's determination, or January 1, 2015, whichever comes sooner.

VI. Attracting Millennial Ridership

According to a new American Public Transportation Association (APTA) study "Millennials and Mobility," released in October 2013, nearly 70 percent of millennials (people 18 to 34) use multiple travel options several times or more per week. The study shows that while car-sharing, bike-sharing, walking and car ownership will all play a part in the multimodal network; public transportation is ranked highest as the best mode to connect to all other modes. APTA officials note that the recent trend of smartphone applications allows public transit users to be increasingly flexible with their travel decisions.

According to the study, the top five reasons and motivations for choosing public transportation are pragmatic, as 46 percent state that a need to save money drives their choices, 46 percent note convenience, 44 percent want exercise and 35 percent say they live in a community where it just makes more sense to use public transportation.

Because of the future demands of this millennial generation, transportation systems and public transportation systems in particular, will be built around the smart phone. APTA anticipates adoption of features such as: smartphone charging stations on vehicles and facilities; fare collection via smartphone; Wi-Fi, 4G and 3G access; apps that connect public transit access to local amenities; seamless multimodal connections such as bike and car share options; and improved pedestrian access to public transit stations.

Section 3

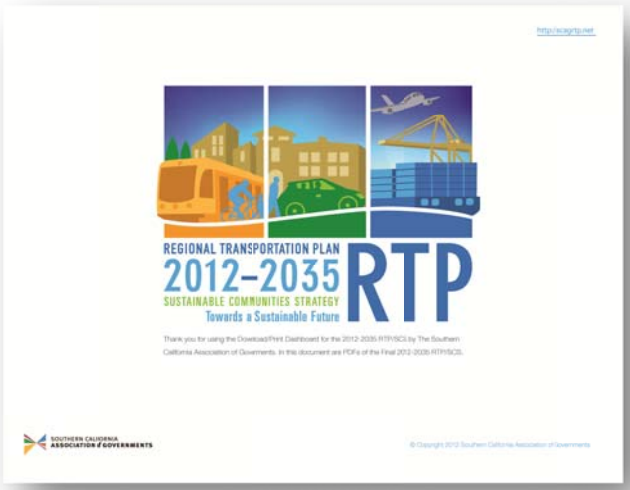
Integration of Plans

Contents

Integration of Plans:

The goal of the OCTA Strategic Plan is to present a compendium of internal and external plans, programs, and mandates OCTA is responsible for and implements. OCTA's vision, mission, and goals point the way toward accomplishing these and ultimately to creating public value.

In order to keep the Strategic Plan section as succinct as possible, this section provides the plans used to develop the Strategic Plan along with their purpose for being produced.



I. Southern California Association of Government Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2012 – 2035.

Produced by: The Southern California Association of Governments (SCAG), 2012. Produced for the six-counties SCAG represents: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Stated Purpose: "The RTP/SCS is a blueprint for improving the quality of life for our residents by making the best transportation and land use choices for the future and supporting those choices with wise investments. The RTP/SCS will result in more and better travel choices as well as safe, secure, and efficient transportation systems that provide improved access to opportunities, such as jobs, education, and healthcare for our residents. Furthermore, the RTP/SCS will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for our region's 22 million residents by 2035."[12]

Updated: Every four years. Next version: 2016

Find it at: http://rtpscs.scag.ca.gov/Pages/default.aspx

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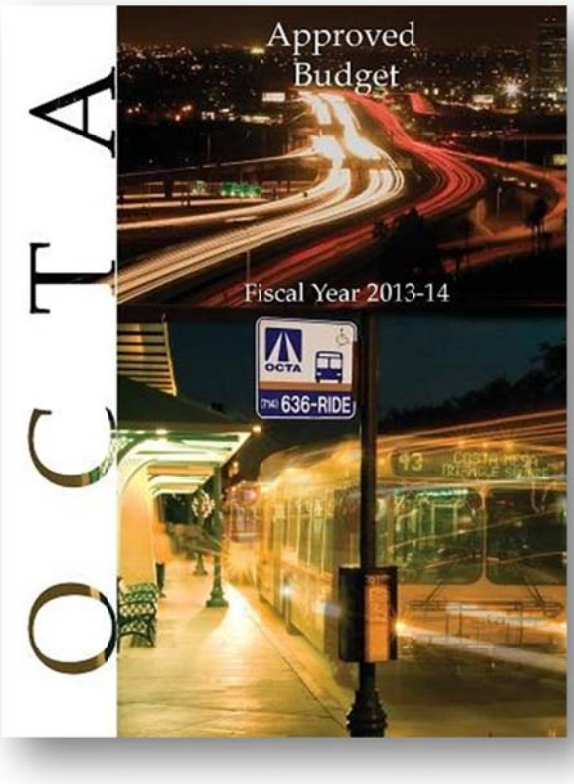
[12] SCAG, Regional Transportation Plan 2012-2035, pg. 11

II. OCTA Budget, FY 2013 – 14

Produced by: OCTA, Finance and Administration Division, FY 2013-14

Stated Purpose: "The budget outlines the expected funding sources and expenditures that represent OCTA's year-long commitment to transportation projects and services." [13]

Updated: Annually. Next version: FY 2014-15, due June 2014



Find it at: http://www.octa.net/pdf/Main%20Book%20Final%20Digital%20Document.pdf

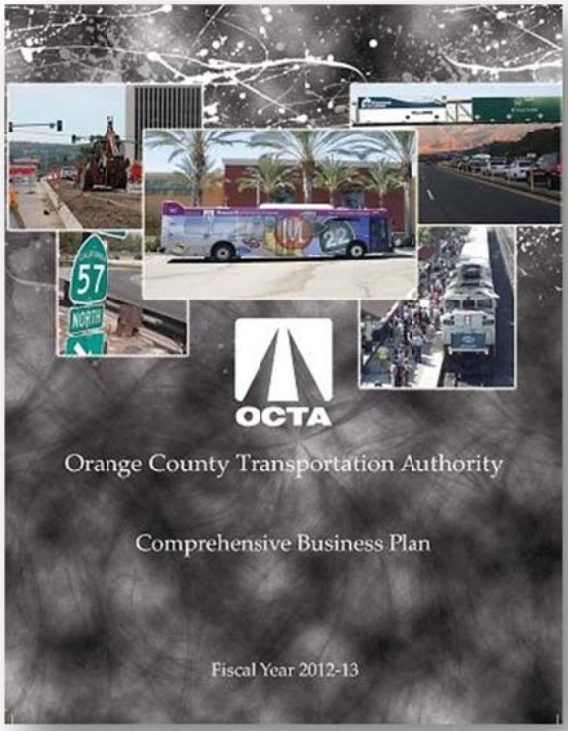
[13] OCTA Budget, FY 2013-14, pg. 7

III. OCTA Comprehensive Business Plan (CBP)

Produced by: OCTA, Finance and Administration Division, FY 2012-13

Stated Purpose: "The CBP is a business planning tool designed to assist the OCTA in implementing its strategic goals and objectives. The CBP encapsulates OCTA's programs and outlines goals and objectives over the next twenty years, as articulated by the Board of Directors. "[14]

Updated: Annually. Next version: FY 2013-14



Find it at: http://www.octa.net/About/Financials/Comp-Business-Plan/?terms=CBP

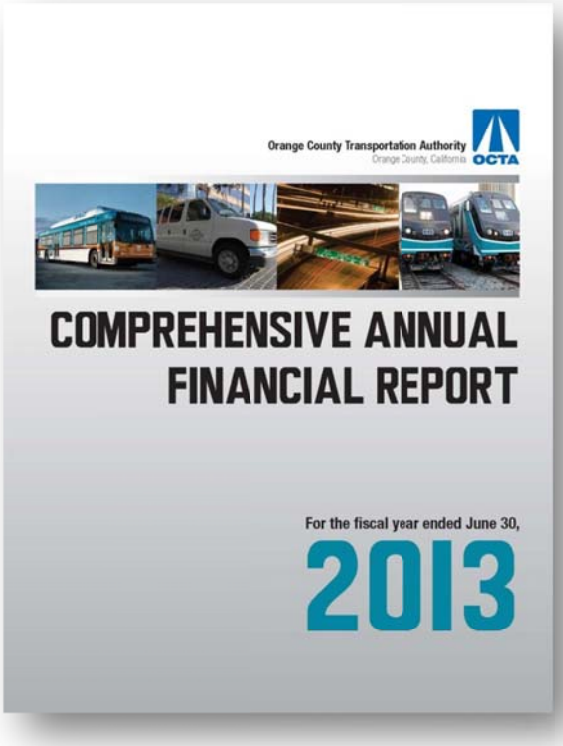
[14] OCTA Comprehensive Business Plan, FY 2012-13, pg. 5

IV. OCTA Comprehensive Annual Financial Report (CAFR)

Produced by: OCTA, Finance and Administration Division, FY 2013

Stated Purpose: The CAFR is "presented in conformity with generally accepted accounting principles and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants."[15]

Updated: Annually. Next version FY 2014.



Find it at: http://www.octa.net/pdf/CAFR-2013.pdf

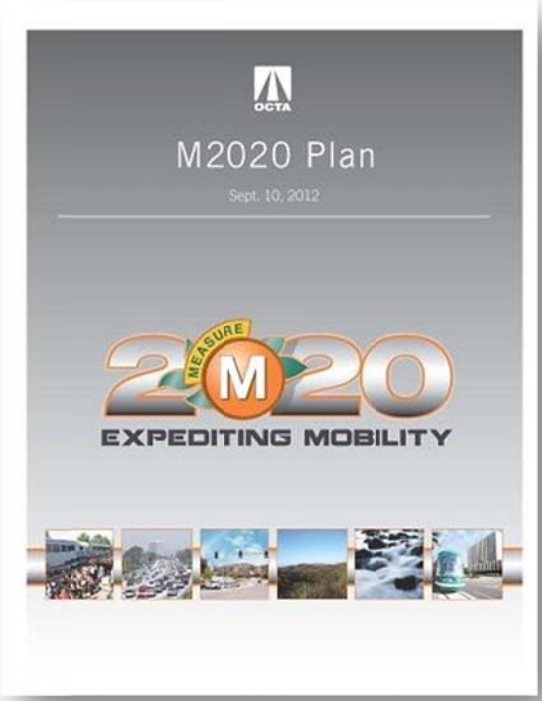
[15] OCTA Comprehensive Annual Financial Report, FY 2012-13, pg. v

V. OCTA M2020 Plan

Produced by: OCTA, Planning Division, September 4, 2012

Stated Purpose: "This M2020 Plan outlines the projects and programs for all modes that can be delivered on an expedited schedule between now and the year 2020 along with anticipated schedules and major milestones. This plan also sets OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed earlier."[16]

Updated: Plan is reviewed every two-three years to ensure remaining projects remain deliverable. Last review was September 2013.



Find it at: http://www.octa.net/Measure-M/M2020-Plan/?terms=M2020%20Plan

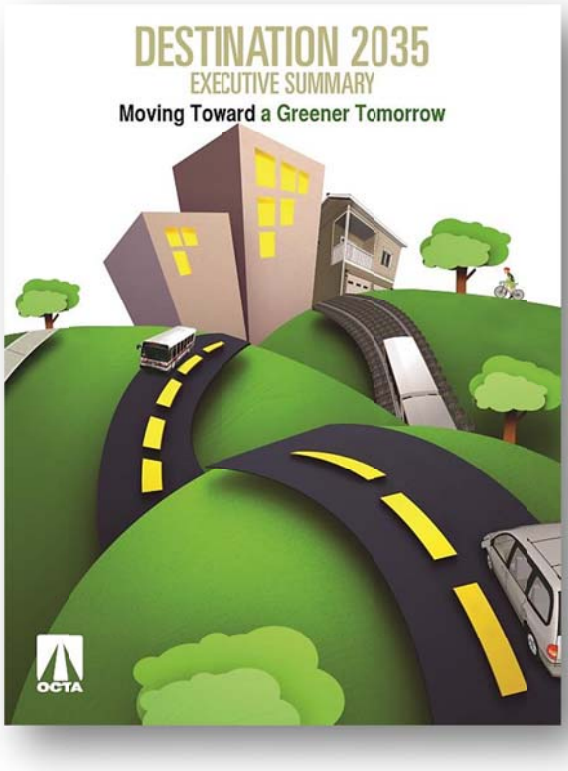
[16] OCTA M2020 Plan, pg. 1

VI. OCTA Long Range Transportation Plan (LRTP), Destination 2035

Produced by: OCTA, Planning Division, December 2011

Stated Purpose: "The LRTP outlines a vision for multi-modal transportation improvements throughout Orange County. These projects programs and improvements are designed to address the transportation needs of Orange County residents, commuters and visitors for the next 25 years. The LRTP is OCTA's input to the RTP prepared by SCAG."[17] See SCAG RTP above.

Updated: Every four years. Next version December 2015.



Find it at: http://www.octa.net/pdf/lrtpexecsum.pdf

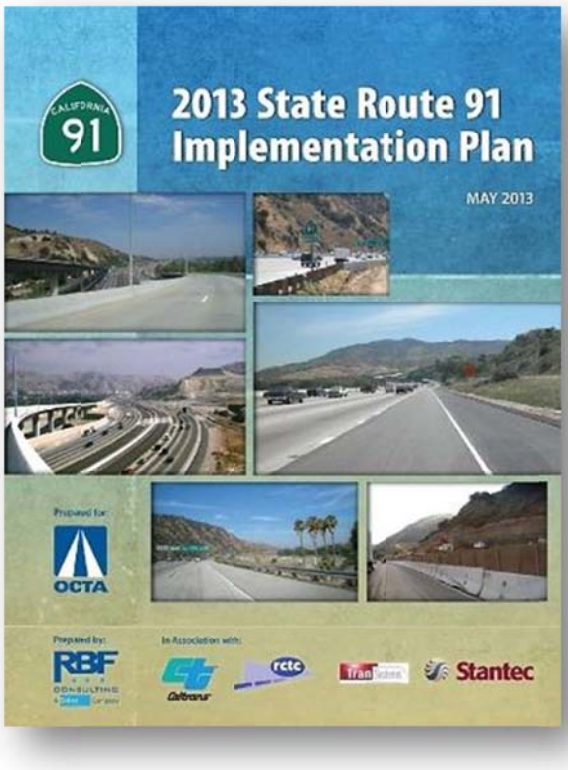
[17] OCTA LRTP Destination 2035, pg. 1

VII. 2013 State Route 91 Implementation Plan

Produced by: OCTA in cooperation with Caltrans and the Riverside County Transportation Commission (RCTC), May 2013

Stated Purpose: "This Plan is the result of the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements."[18] "The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long, and includes approximately 12.7 miles within Orange County and approximately 7.6 miles within Riverside County."[19]

Updated: Annually. Next version: May 2014



Find it at: http://www.octa.net/pdf/2013%2091-IP_05-2013_Final.pdf

[18] 2013 SR-91 Implementation Plan, pg. 1

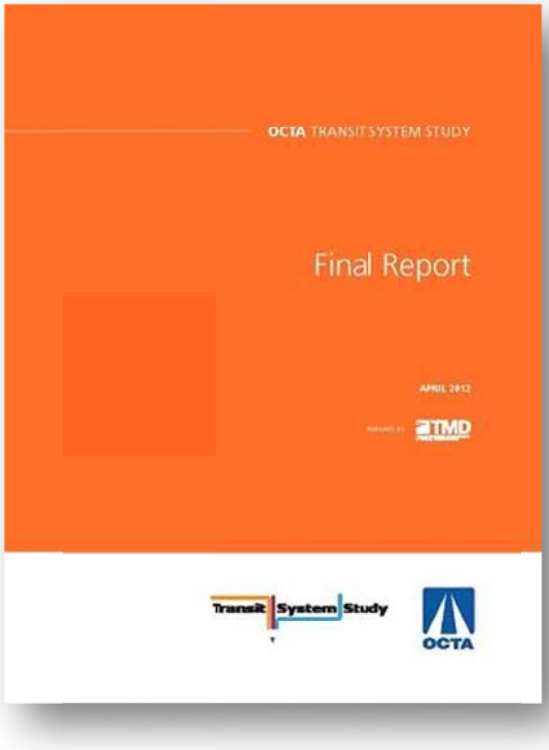
[19] 2013 SR-91 Implementation Plan, pg. 2

VIII. Transit System Study (TSS)

Produced by: OCTA, Transit and Planning Divisions, April 2012

Stated Purpose: The Transit System Study is a comprehensive analysis of OCTA bus services completed in 2012. Its main "purpose was to develop a financially sustainable transit system that best matches transit services to ridership demand within short, intermediate, and long term time periods for the fixed-route bus and ACCESS paratransit system"[20]. "To create a cohesive transit system inclusive of new transit initiatives including Measure M2 Go Local Project S (Transit Extensions to Metrolink) and Project V (Community Based/Transit Circulators), the Metrolink Service Expansion Program, Bus Rapid Transit, and express bus services consistent with the LRTP (2010), Orange County Sustainable Communities Strategy, and the Strategic Plan. In addition, the study includes a detailed evaluation of ACCESS services."[21]

Updated: One-time effort. The Short Range Transportation Plan will replace the Transit System study.



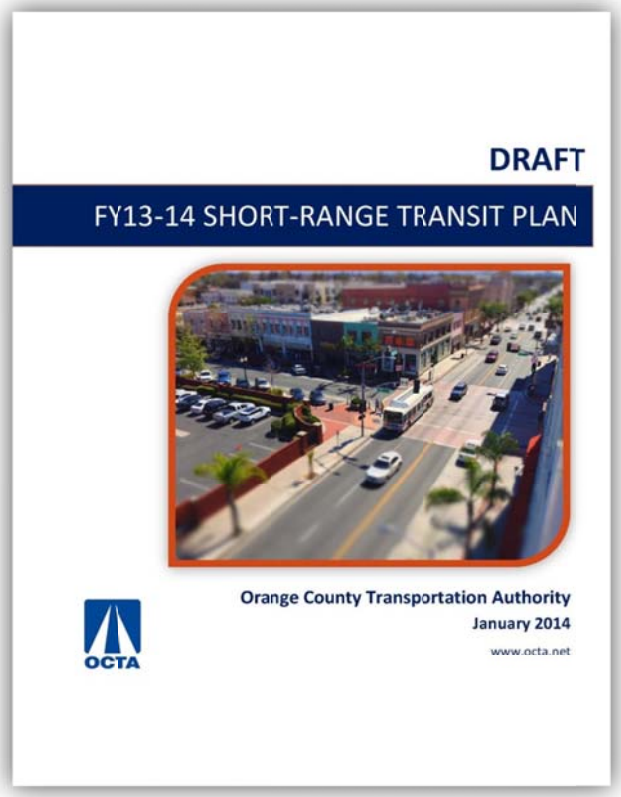
[20] OCTA Transit System Study, April 2012, pg. 7
[21] OCTA Transit System Study, April 2012, pg. 7

IX. 2013 Short Range Transit Plan (SRTP)

Produced by: OCTA, Planning Division, January 2014

Stated Purpose: The 2013 Short-Range Transit Plan (SRTP) outlines priorities for fixed-route bus system improvements contingent on future economic conditions. The SRTP identifies bus service and capital priorities for five years. The SRTP is the basis of planning and budgeting service improvements in budgets, grants, and capital plans.

Updated: Annually. Next version January 2015.



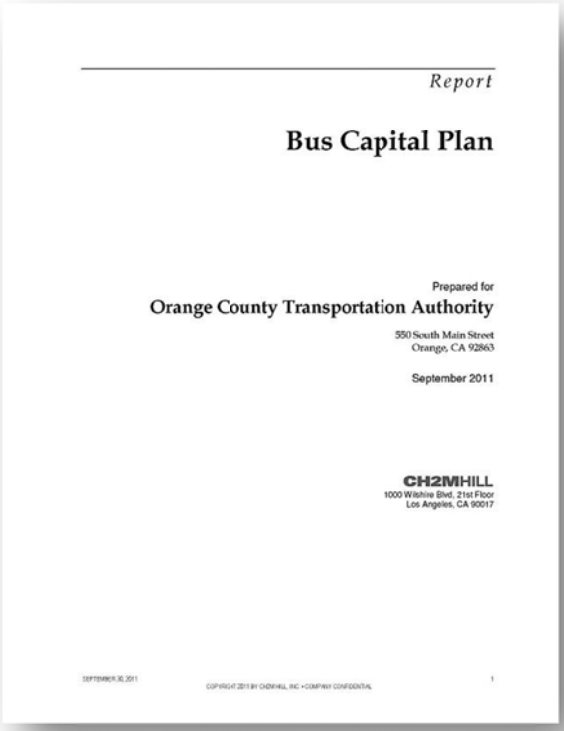
Find it at: TBD.

X. Bus Capital Plan

Produced by: OCTA, Planning Division, September 2011

Stated Purpose: The primary objective of the OCTA bus capital plan is to help develop a repeatable process to review and prioritize individual capital project improvements based upon factors including need, programming status, and project readiness. Another main objective is to forecast project costs as compared to funding availability, and identify whether funding shortfalls are present based on OCTA's fiscal year Comprehensive Business Plan (CBP) and annual budgeting process. The current study contains a comprehensive inventory of existing bus capital assets, consisting of three primary asset types: vehicles, facilities, and systems.

Updated: Biennially. Next version: 2014


Report

Bus Capital Plan

Prepared for
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

September 2011

CH2MHILL
1000 Wilshire Blvd, 21st Floor
Los Angeles, CA 90017

Find it at: Available upon request from OCTA

XI. OCTA 2013-2014 Federal Legislative Platform

Produced by: OCTA, Government Relations Division, 2013-2014

Stated Purpose: **"**OCTA's Federal Legislative Platform outlines the statutory, regulatory, and administrative goals and objectives of the transportation authority. The platform was adopted by the OCTA Board of Directors to provide direction to staff and federal legislative advocates for the 113th Congress."[22]

Updated: Annually. Next version: 2014 - 2015

Find it at: http://www.octa.net/pdf/2013fed.pdf

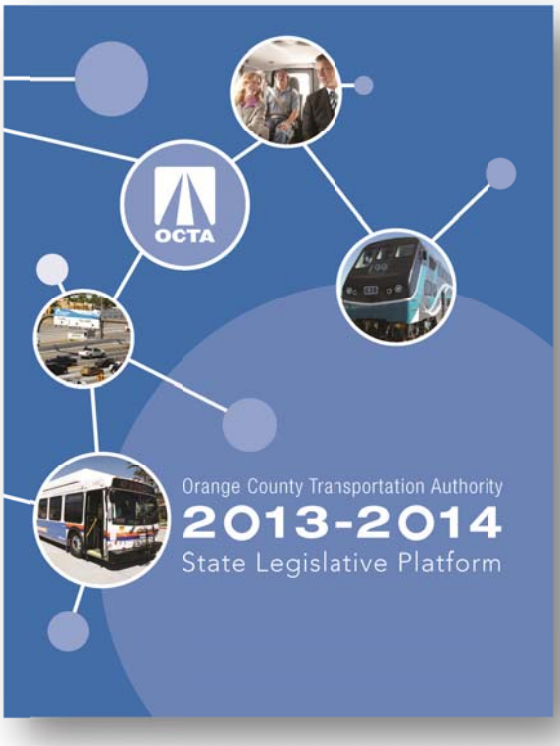
[22] OCTA 2013-2014 Federal Legislative Platform, pg. 1

XII. OCTA 2013-2014 State Legislative Platform

Produced by: OCTA, Government Relations Division, FY 2013-2014

Stated Purpose: "The 2013-2014 State Legislative Platform serves as a framework document to guide the Orange County Transportation authority's state legislative, regulatory, and administrative activities in the coming legislative session. "[23]

Updated: Annually. Next version: 2014 - 2015



Find it at: http://www.octa.net/pdf/2013state.pdf

[23] OCTA 2013-2014 State Legislative Platform, pg. 1

Section 4

Mobility:

deliver programs, projects and services to improve the movement of people and good throughout Orange County and the region.

Objectives:

- Travel Time and Speed
- Capacity and Level of Service
- Operational Performance
- Quality and Ease of Use

Contents

I. Introduction

This section of the Strategic Plan focuses on programs and projects directly related to improving mobility throughout Orange County. Over the next five years, OCTA will be expanding bus operations, increasing transportation options, and improving freeways, streets, and roads. This section provides an overview of all the mobility services OCTA provides, and the benefits of undertaking them.

The following spreadsheet summarizes the programs and projects which support the primary objectives of the Mobility Goal Area. High level overviews of each program are discussed in this section and if further information is required, the guiding documents web links are provided.

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Mobility: ***deliver programs, projects and services to improve the movement of people and goods throughout Orange County and the region.***					
Objective 1 - **Travel Time and Speed** *deliver infrastructure investments that accommodate growth while maintaining travel time and speeds*					
	Fixed-Guideways				
		Cities of Santa Ana/ Garden Grove Fixed-Guideway	*Alleviate congestion on streets and freeways. *Provides safe, convenient, reliable public transportation option. *Better connections to Metrolink and Amtrak	* adds approximately 12 miles of light rail between the Santa Ana Regional Transit Center and the Garden Grove Regional Transit Station. Also includes light rail within the Santa Ana downtown commercial district.	107
	High Frequency Metrolink Service				
		* Grade crossing improvements * Track Improvements * Signal and communications systems improvements	*Viable alternative to vehicle travel. *Reduces congestion on roadways and freeways.	During peak hours, Metrolink carries the equivalent number of passengers that would fill one freeway lane on I-5.	113

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
	Freeway Construction Projects				
		I-5/SR-74 Ortega Highway, Interchange Improvements	Alleviates congestion north and south. Improves intersection interchange.	Reconstructs the I-5/SR-74 interchange to accommodate future traffic volumes.	119
		SR-91 Widening, SR-55 to Tustin Ave.	Reduces operational problems on this section of WB SR-91, including weaving and merging maneuvers.	Adds 2 miles of WB auxiliary lane. Reconstruction of Santa Ana River Bridge. Reconstructs NB ramps at SR-91 and Lambert Rd.	137
	Freeway Environmentally Cleared Projects				
		I-5 at El Toro road Interchange Improvements	Reduce chokepoints to accommodate forecasted traffic demands	Improves the El Toro Road Interchange by widening roads, modifying entrance, exit ramps, and modifying existing bridge structures.	142
	OC Bridges, Grade Separation Projects				
		Raymond Avenue Undercrossing	* Greater driver/pedestrian safety * Shorter emergency response times * Elimination of delays * Easier business access	* Eliminates car and train conflicts along the Burlington Northern Santa Fe Railway in northern Orange County. These bridges will eliminate the need for commuters and commercial vehicles to stop, and wait at railroad crossings. * Currently, 70 trains per day. By 2030, 130 trains per day are anticipated.	161
		Placentia Avenue Undercrossing			165
		Kramer Boulevard Undercrossing			167
		Orangethorpe Avenue Overcrossing			169
		Tustin Avenue/Rose Drive Overcrossing			171
		Lakeview Avenue Overcrossing			173
		State College Boulevard Undercrossing			175

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
	LOSSAN Grade Separation Project				
		Sand Canyon Avenue Undercrossing	* Greater driver/pedestrian safety * Shorter emergency response times * Elimination of delays * Easier business access	Eliminates car and train conflicts along the LOSSAN rail corridor.	177
	Traffic Signal Synchronization Projects				
		14 projects to be completed in FY 2013-14	Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, and pollution, and saves gas and money.	Statistics since 2008 through 2013 * 18 projects completed * 1074 intersections synchronized * 16% travel time improvement * 18% speed improvement * 36% stops per mile improvement * 18 million gallons of fuel reduction	179

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 2 - Capacity and Level of Service *expand capacity to accommodate growth while sustaining level of service on roadways*					
	Freeway Construction Projects				
		I-5 Widening, PCH to Avenida Pico	Eliminates SB lane drop, increases capacity.	Adds 8 miles of continuous HOV lanes. 4 miles in each direction.	119
		I-5 Widening, El Toro Road to SR-73	Reduces chokepoints and alleviates congestion at intersections.	Adds 13 miles of additional lane capacity. 6.5 miles in each direction.	123
		I-5 Widening, SR-55 to SR-57	*Increase capacity on the HOV I-5 *Provides direct HOV connectors from both the SR-55 and SR-57	Adds 8 miles of continuous HOV lines. 4 miles in each direction.	125
		I-405 Widening, SR-73 to I-605	Increased freeway capacity	Adds 24 miles of additional lane capacity. 12 miles in each direction.	127
		SR-55 Widening, I-405 to I-5	Improved mobility and congestion reduction on the SR-55 from I-405 to the I-5.	Adds 12 miles of additional lane capacity. 6 miles in each direction.	129
		SR-57 projects- 3 segments	Improved existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements.	Adds 8 miles of additional lane capacity. NB direction only.	131
		SR-91 Widening, I-5 to SR-57	Reduction of congestion, additional capacity and improved operations at intersections.	Adds 4.5 miles of additional lane capacity. WB direction only.	133
		SR-91 Widening, SR-55 to SR-241	Reduces weaving by reducing the volume of exiting vehicles. Alleviates congestion and reduces delays.	Added 12 miles of general purpose lanes. 6 miles in each direction.	135

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
	Freeway Environmentally Cleared Projects				
		I-5 Widening, I-405 to SR-55	Alleviate congestion and reduce delay.	Adds 18 miles of general purpose lanes. 9 miles in each direction. Improves various intersections.	145
		SR-55 Widening, I-5 to SR-22	Alleviate congestion and reduce delay.	Adds 5 miles of general purpose lanes. 2.5 miles in each direction.	149
		SR-57 NB Widening, Orangewood Ave. to Katella Ave.	Improve existing and future mobility, reduce congestion, and eliminate mainline weaving.	Adds 1 mile of general purpose lane in the NB direction.	153
		SR-91 Widening, SR-57 to SR-55	Improves the connection from EB SR-91 to SB SR-55.	Adds 10 miles of general purpose lane. 5 miles in each direction. Improves 3 interchanges.	155

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 3 - Operational Performance *improve operating performance on OCTA operated modes of travel*					
	Freeway Express Bus/Bus Rapid Transit: Regional limited stop service				
		Limited-stop service on Harbor Boulevard Route 543	Reduced travel times for commuters and additional commute options for longer distance travelers.	Initial time savings of 13%+ by skipping stops	98
		Anaheim Transportation Network	Improves last mile connections.	Improves last mile connections	110
		City of Lake Forest			111
	SR-91 Implementation Plan/Projects				
		Metrolink Short-Term Expansion	Enables development of expanded Metrolink service.	Congestion relief on the SR-91.	186
		SR-91 Widening	Widens the SR-91 by one general purpose lane in each direction east of the county line to the I-15	Improved traffic flow, less congestion, less weaving and merging maneuvers.	187
		Express Bus Improvements	Expands express bus service between Riverside/Orange counties.	Congestion relief on the SR-91	189
		SR-71/SR-91 Interchange Improvements	Constructs a new two-lane connector from EB SR-91 to NB SR-71	Improves traffic operations and operational efficiency by minimizing weaving conflicts.	191
		SR-241/SR-91 Express Lanes Connector	The project will close the current toll system gap between the future and existing SR-91 Express lanes.	Improves access to the SR-241 and South County for traffic	192

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 4 - Quality and Ease of Use *Improve quality and ease of use of transportation system*					
	Motorist and Taxicab Services				
		Freeway Service Patrol	Keeps the freeways moving and reduces congestion by quickly removing disabled vehicles.	*Hours of vehicle delay eliminated: 1.9 million *Gallons of fuel saved: 3.2 million *Carbon Dioxide reduced: 28.2 million kilograms *Economic savings: $39.3 million	100
		Call Box Network	Motorists can report road hazards, mechanical breakdowns, traffic accidents or incidents.	Enhanced safety. Call boxes are spaced every 1 to 1 and a quarter males apart. 637 call boxes in Orange County.	100
		Orange County 511 Service	Minute-by-minute advisory and trip planning service.	Service program	100
		Taxi Administration	OCTA is the regulatory authority for permitting taxis.	Increased public safety. Customer service and industry standards have improved.	100
		Abandoned Vehicles	Removes abandoned vehicles from the roadways.	Program clears an average of 16,500 vehicles per year.	101
	Bus Capital Purchases				
		Vehicles	Clean, modern, meets government mandates	FY 2018 - 19 the following will be met: * All CNG Fleet - no diesel * 60' Bus - 100% less than 5 yrs. old * 40' Bus - 40% less than 5 yrs. old * 24' Van - 100% less than 5 yrs. old	102
		Facilities	Passenger ease of use.	Clean, modern, safe, centrally located for passenger ease of use.	103

II. Transit

A. Bus Operations

In 2013, OCTA bus service consisted of 76 bus routes and annual boarding's exceeding 52 million.[1] OCTA bus operations include local fixed-route, express, StationLink, rail feeders, and complementary paratransit bus service (OCTA Transit System Products and Bus System map are provided on page 96 and 97).

OCTA has three service product groups:

1. **Corridors:** Linear fixed-route services with a specific schedule designed to move high volumes of passengers on a regional and sub-regional level. Reference graphic titled "OCTA Transit System Products," Freeway Express Bus/BRT.

2. **Community:** Fixed route and flexible transit services designed around specific travel markets where travel volumes are less intense and community based. Reference graphic titled "OCTA Transit System Products," Rapid/Bus Arterial BRT and Local Bus.

3. **Destination/Demand Based:** Tailored service to serve specific destinations directly from a common origin, carrying smaller groups of passengers at specific times. Reference graphic titled "OCTA Transit System Products," Community Shuttle, Network Connections, Local Circulation, Station Link, Station Van Vanpool, and Mid-day Taxi Service."[2]

The anticipated transit operations projects for the next five years fall into four broad programs, namely:

1. Bus Rapid Transit (BRAVO) /Freeway Express Bus
2. Motorist and Taxicab Services
3. Vanpool
4. Capital (Bus) Purchases
5. ACCESS Services

[1] OCTA Comprehensive Business Plan, FY 2012-13, pg. 8

[2] OCTA Transit System Study, April 2012, pg. 91-93

OCTA Transit System Products

Freeway, Express Bus/BRT

Network Role: Structural network spine, fast regional service

Frequency: All-day, all-week, or peak period regional travel

Rapid/Bus Arterial BRT

Network Role: Structural network spine, fast sub-regional service

Frequency: All-day, all-week sub-regional travel

Local Bus

Network Role: Completes core network, key non-core corridors

Frequency: All-day, all-week community and sub-regional travel

Community Shuttle

Network Role: Network connections, local circulation

Frequency: Demand Based neighborhood circulation, school trips, senior/ADA mobility

Station Link

Network Role: Trip completion from regional network

Frequency: Demand based, "last-mile" work and school commute

Station Van Vanpool

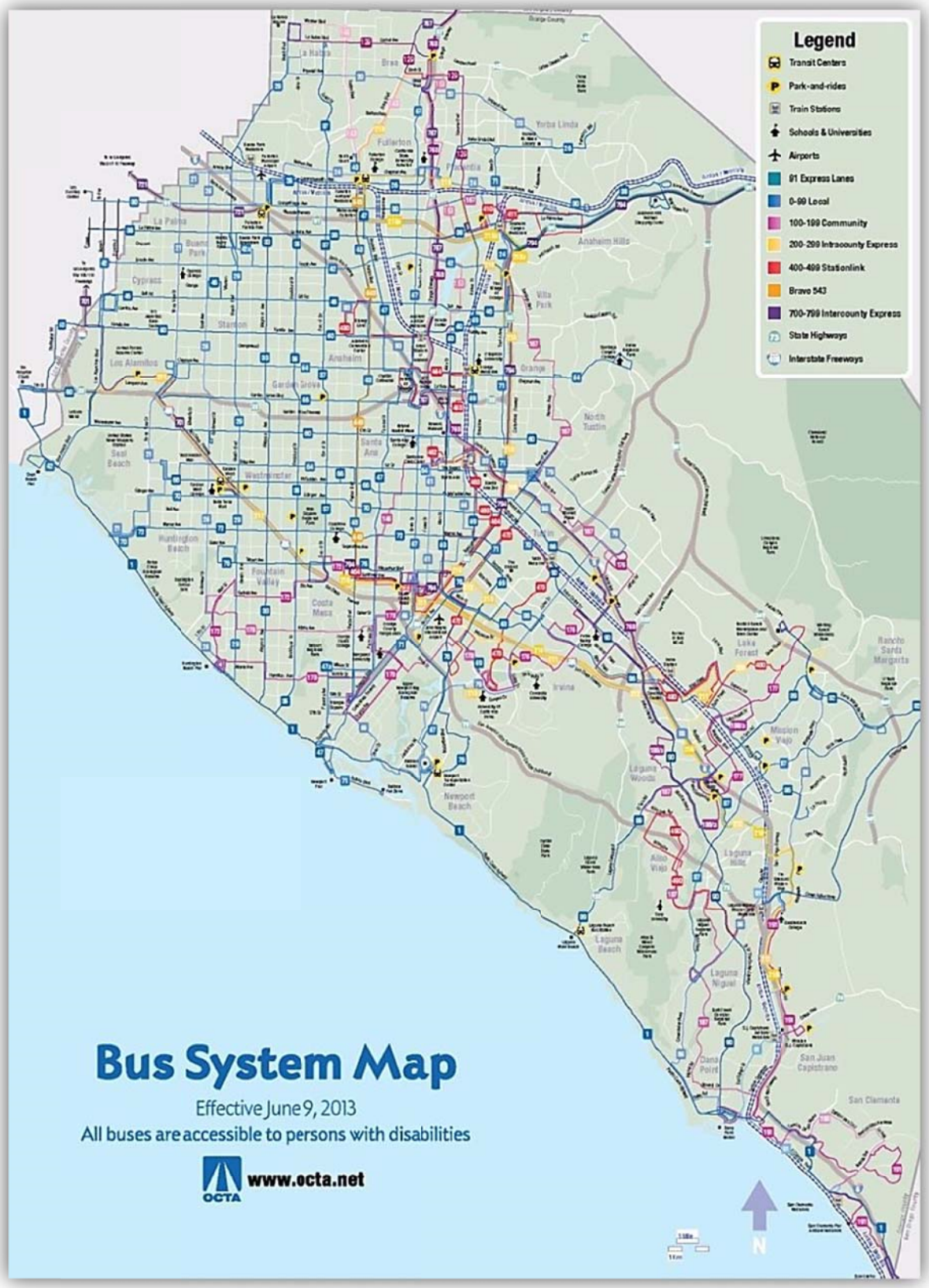
Network Role: Trip completion from regional network

Frequency: Demand based, "first" and "last-mile" work and school commute

Mid-Day Taxi Service

Network Role: Local circulation and trip completion with regional network

Frequency: Demand based, community circulation


Legend
Transit Centers
Park-and-rides
Train Stations
Schools & Universities
Airports
91 Express Lanes
0-99 Local
100-199 Community
200-299 Intracounty Express
400-499 Stationlink
Bravo 543
700-799 Intercounty Express
State Highways
Interstate Freeways
Bus System Map
Effective June 9, 2013
All buses are accessible to persons with disabilities
www.octa.net
OCTA
N

1. Freeway Express Bus and Bus Rapid Transit Routes

"Freeway Express Bus services provide regional network connections or commute market mobility. Express routes operate during peak hours on weekdays on freeways for a large portion of the route, and provide faster bus service. There are currently five intracounty and five intercounty express routes serving Los Angeles, Riverside and San Bernardino Counties. " [3]

Bus Rapid Transit Routes are local buses that provide fewer, more widely-spaced stops to increase the speed of the route. Please see map titled "Current and Future BRT Routes" on the following page for the location of each of the new services:

a) Limited-Stop service on Harbor Boulevard (Route 543)

- Service began June 10, 2013
- Rapid service from the Fullerton Transportation Center to MacArthur Boulevard
- Initial travel-time savings from skip-stop operations (13 percent +)
- Weekday: ten-minute peak and 15-minute off-peak frequency
- Regular fare
- Funding: Congestion Mitigation and Air Quality funds [4]

b) Intracounty Express on State Route 73 (Route 273)

- Service start TBD
- Express service on State Route 73 (SR-73) between the Laguna Niguel/Mission Viejo Station and the Irvine Business Complex/South Coast Metro areas.
- Regular fare
- Funding: Congestion Mitigation and Air Quality funds

c) Inter-county Express on State Route 22 (Route 722)

- Service start TBD
- Express service on State Route 22 (SR-22) between the Santa Ana Station and Long Beach (Metro Blue Line).
- Funding: Congestion Mitigation and Air Quality funds

Benefits:

1. Reduced travel times for commuters.
2. Additional commute options for longer distance travels.

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[3] OCTA Transit System Study, April 2012, Appendix A

[4] OCTA Comprehensive Business Plan, FY 2012-13, pg. 8


Route 543
Start date: June 10, 2013
Fullerton to Fountain Valley
Route 722
Start date: TBD
Santa Ana to Long Beach
Route 273
Start date: TBD
Laguna Niguel/Mission Viejo
to Irvine Business Complex
Current and Future BRT Routes
Current BRT Route
Future BRT Routes
Norwalk
La Habra
Fullerton
Placentia
Bellflower
Artesia
Stanton
Garden Grove
Orange
Santa Ana
Fountain Valley
Huntington Beach
Irvine
Costa Mesa
Newport Beach
Lake Forest
Dana Point
Chino Hills State Park
Irvine Lake
Marine Corps Air Station Tustin
Naval Weapons Station
Joint Forces Training Center

2. Motorist and Taxicab Services

Orange County Motorist and Taxicab Services range from assisting stranded freeway motorists to overseeing a successful taxicab administration program. A brief overview of these services is provided below:

a) Freeway Service Patrol (FSP)

Freeway Service Patrol consists of tow truck teams that travel Orange County's freeways during peak commuting hours to help motorists with disabled vehicles. The FSP keeps the freeways moving and reduces congestion by quickly removing disabled vehicles. The FSP program began in 1992 in cooperation with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). OCTA manages the program and the CHP provides dispatch, oversees operation of the contracted tow companies, and provides field services whenever law enforcement is required.

b) Call Box Network

The call box network in Orange County was launched in 1987 and implemented by the Service Authority for Freeway Emergencies (SAFE) program. It was developed to allow motorists to report road hazards, mechanical breakdowns, traffic accidents, and other incidents. Currently, more than three-quarters of the calls received by the call center have been made to report disabled vehicles. Funding for the call box network comes from a $1 annual fee collected per vehicle registration by the Department of Motor Vehicles.

c) Orange County 511 Service

Orange County's 511 service is a minute-by-minute travel advisory and trip planning information service. The 511 Motorist Aid and Travelers' Information System (MATIS) provides the following services:

- Traffic speed, congestion, and incident information
- Roadwork advisories
- Bus trip planner and information
- Rail trip planner and information
- Carpool and ride matching information
- Park-and-ride information
- Airport information (website only)
- Bike information (website only)
- Local weather conditions (website only)

Orange County's 511 service is connected to a sophisticated interactive voice response telephone system. Access to this system is provided throughout Orange County and while traveling in Los Angeles and Ventura counties.

d) Taxi Administration

OCTA is the regulatory authority administering the permitting of cab companies, vehicles, and drivers. Through this consolidation of regulatory functions, customer service industry standards have improved. Originally launched in 1998, the program continues to serve all 34 Orange County cities and the County of Orange.

e) Abandoned Vehicles

Orange County's Service Authority for Abandoned Vehicles (SAAV) was created in 1991 to keep the roads clear of abandoned vehicles.

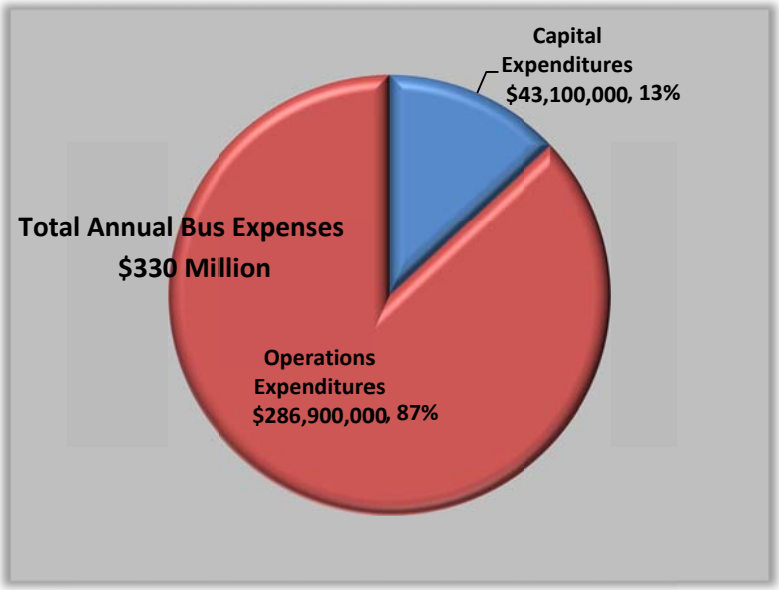
OCTA's Motorist Services team manages the SAAV program and oversees the allocation of funds collected from annual vehicle registration fees for the distribution to all 34 cities and the County of Orange. Over the past 20 years, SAAV has helped clear over 333,000 abandoned vehicles from neighborhoods and the streets.

3. Bus Capital Purchases

On September 30, 2011, OCTA developed the Bus Capital Plan. OCTA is currently undertaking a more detailed Bus Capital Plan for 2014. This Plan serves two purposes:

(1) "The Bus Capital Plan is to help develop a repeatable process to review and prioritize individual capital project improvements based upon factors including need, programming status, and project readiness. "[5]

(2) "The Bus Capital Plan is used to forecast project costs as compared to funding availability, and identify whether funding shortfalls are present. " [6]



OCTA projects that an average of $330 million of funding will be available annually for bus expenses. Of that amount, an average of nearly $43.1 million per year is expected to be applied towards capital purposes – an amount that is roughly in line with historical averages.

Existing bus capital assets consist of three primary asset types:

(1) vehicles
(2) facilities
(3) systems

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[5] Bus Capital Plan, September 2011, pg. 3

[6] Bus Capital Plan, September 2011, pg. 3

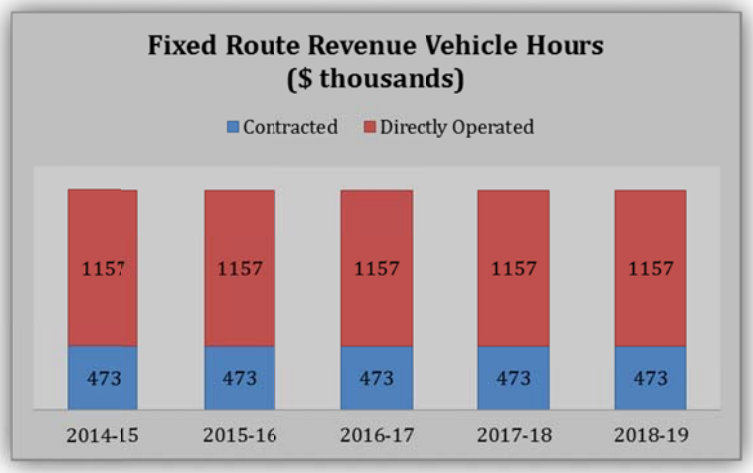
Although OCTA intends to keep its vehicle fleet size roughly constant, going forward, plans consist of converting the entire fixed-route fleet to compressed natural gas (CNG), and replacing CNG vehicles based on a 14-year useful life.

OCTA maintains its facility assets on the basis of an existing 20-year facility capital plan, and its information systems (IS) assets on the basis of a five-year IS capital plan. From 2011 to 2031 (20 years) the estimated cost to replace and rehabilitate OCTA's existing bus capital assets is $887 million - $747 million for vehicles, $118 million facilities, and $22 million for systems.

a) Existing Assets

(1) Vehicles

Below are graphs that identify the number of fixed route and ACCESS revenue vehicle hours OCTA expects to operate through 2019.

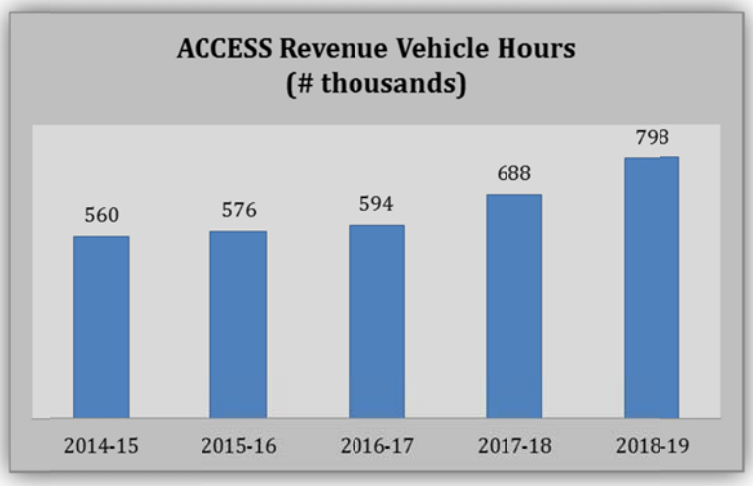


While OCTA expects to maintain current fixed-route service levels for the next 20 years, ACCESS service is anticipated to increase as demand continues.

To support the identified level of service, OCTA expects to have a stable revenue vehicle fleet size of 546 fixed-route vehicles and 248 ACCESS vehicles for a total of 804. Revenue vehicles will be replaced as they reach the end of their useful life.

The increased demand for ACCESS service will be met through the expanded use of taxicab service.

The non-revenue vehicle fleet of 211 vehicles, which supports primarily fixed-route operations, will also be replaced over time based on age and mileage.



(2) Facilities

The tables below detail OCTA's bus operating facilities.

Bus Operating Facilities	Year of Completion	Square Feet
Anaheim Base	1983	158,782
Garden Grove Base	1977	88,177
Irvine Base – Construction Circle	2001/2009	38,124
Irvine Base – Sand Canyon	1976/1981	71,875
Santa Ana Base	2005	144,816

Other OCTA facilities include park-and-ride lots and transportation centers/transit terminals. Please refer to the map on the next page.

Park-and-Ride	Year of Completion
Brea	1989
Fullerton	1974 to 1981
Santa Ana	1981

Transit Terminals	Year of Completion
Fullerton	1983
Goldenwest	1994
Laguna Beach	1982
Laguna Hills	1988
Newport	1991
Santa Ana	1984


Fullerton Transportation Center
Anaheim Base
Note: The OCTA administrative building is not a bus facility or transportation terminal.
OCTA Admin Building
Garden Grove Base
Santa Ana Transportation Center
Goldenwest Transportation Center
Santa Ana Base
Irvine Base Maintenance
Irvine Construction Circle
Newport Transportation Center
Laguna Hills Transportation Center
Laguna Beach Transportation Center
OCTA Facilities Map
OCTA Bus Operating Facilities
OCTA Transportation/Transit Terminals

b) Revenue Vehicle Purchases

The table below identifies the revenue vehicle replacement schedule, based on a 14-year useful life for fixed-route vehicles and a seven-year useful life for ACCESS vehicles.

Number of new buses by type and year to be purchased

Fiscal Year	60' CNG Bus (every 14 years)	40' CNG Bus (every 14 years)	Mid-Size CNG Bus (every 14 years)	ACCESS Vehicle (every 7 years)
2014-15	16	40	11	99
2015-16	0	90	8	99
2016-17	0	72	0	0
2017-18	0	0	0	0
2018-19	0	0	0	0
Total	16	202	18	198

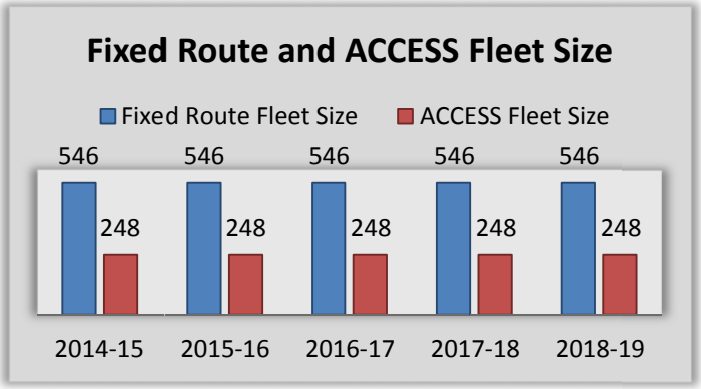
The estimated capital needed to fund the vehicle purchases is shown in the following table. The Bus Capital Plan assumes an annual average of $43.1 million of funding to be made available. Cost per bus is as follows:

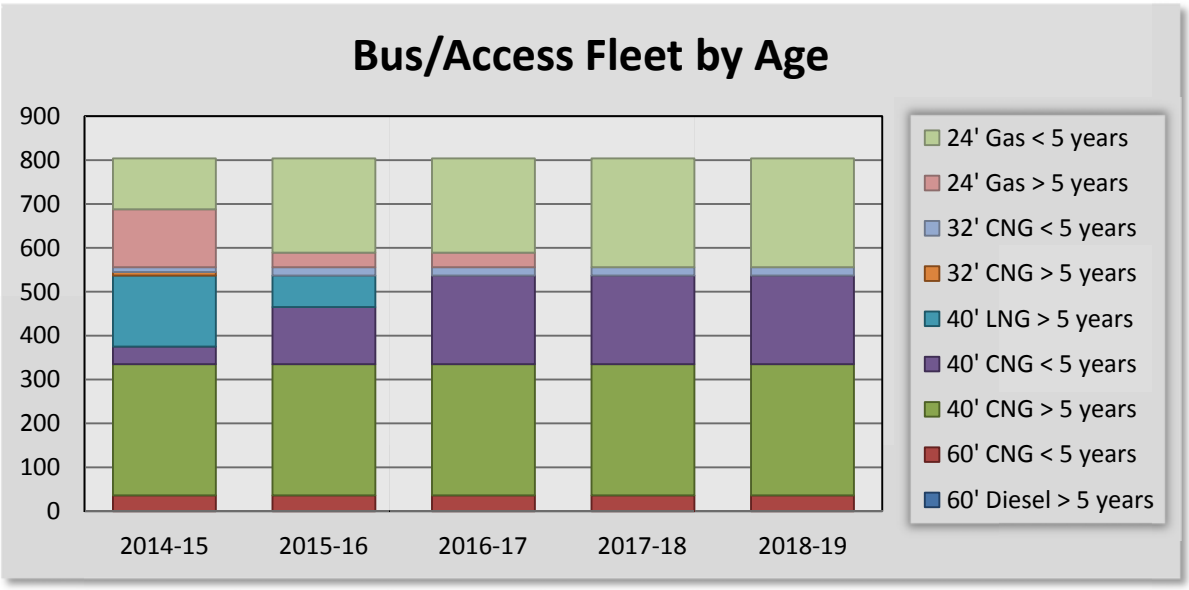
- 60' CNG Bus = $855,000/bus, 2013 price
- 40' CNG Bus = $570,000/bus, 2013 price
- Mid-Size Bus = $208,790/bus, 2013 price
- ACCESS Vehicle = $125,000/bus, 2013 price

Cost of new buses by type and year to be purchased

Fiscal Year	60' CNG Bus (every 14 years)	40' CNG Bus (every 14 years)	Mid-Size CNG Bus (every 14 years)	ACCESS Vehicle (every 7 years)	Total
2014-15	$13,680,000	$22,800,000	$2,296,690	$12,375,000	$51,151,690
2015-16	$0	$51,300,000	$1,670,320	$12,375,000	$65,345,320
2016-17	$0	$41,000,000	$0	$0	$41,000,000
2017-18	$0	$0	$0	$0	$0
2018-19	$0	$0	$0	$0	$0
Total	$13,680,000	$115,100,000	$3,967,010	$24,750,000	$157,497,010

The chart to the right titled "Fixed-Route and Access Fleet Size" shows the fixed route fleet remaining the same size over the next five years. The ACCESS fleet will continue to grow to meet demand for the next two years and then remain constant for the next three years.





Fleet by # and Age	2014-15	2015-16	2016-17	2017-18	2018-19
60' Diesel > 5 years	0	0	0	0	0
60' CNG < 5 years	36	36	36	36	36
40' CNG > 5 years	299	299	299	299	299
40' CNG < 5 years	40	130	202	202	202
40' LNG > 5 years	162	72	0	0	0
32' CNG > 5 years	8	0	0	0	0
32' CNG < 5 years	11	19	19	19	19
24' Gas > 5 years	132	33	33	0	0
24' Gas < 5 years	116	215	215	248	248
Total	804	804	804	804	804

Over the next five years, the fleet size is expected to remain at 804 vehicles. However, the age of the fleet will decrease as more assets are purchased. The chart titled “Bus/Access Fleet by Age” shows that by 2019; approximately half of the fleet will be less than five years old.

The table titled “Number of new buses by type and year to be purchased” on the previous page shows a total of 434 vehicles will be purchased and the number and type of buses OCTA plans on purchasing.

c) Facility and Infrastructure Costs

"Capital expenditures fall into a variety of Asset Categories. The funding for these costs is comprised of both grant and local sources. Grant funding includes sources from federal, state, and local agencies that typically cover 80 percent of the asset cost. The local portion, or 20 percent match, is paid from the capital replacement fund. "[7]

Fixed Asset Replacement Schedule (millions)

Asset Category	2014-15	2015-16	2016-17	Total
Support Equipment	$1.60	$0.60	$0.60	$2.80
Facility Modifications	$14.50	$2.30	$3.20	$20.00
Vehicle Modifications	$4.80	$5.30	$1.70	$11.8
Miscellaneous	0.0	$0.00	$0.00	$0.00
Total	$20.90	$8.20	$5.50	$34.60

A list of fixed-asset projects over the next five years will come from the Short Range Transit Plan which will be published in late 2014.

4. Extensions to Metrolink (Project S)

"Transit Extensions to Metrolink" (Project S) program. Metrolink Commuter Rail service provides a high-capacity system that links Orange County with two-thirds of the county's population within a four-mile radius of a station. Project S establishes a competitive program for local jurisdictions to extend the benefits of rail service by improving transit connectivity to 11 Metrolink stations.[8] Two types of projects are eligible for funding through Project S: (1) fixed-guideways and (2) bus and station vans.

a) Fixed-Guideways (Project S)

Fixed-Guideways (Project S) will provide light rail or light rail transit in cities within Orange County using steel-tracked fixed- guideways that will operate primarily along exclusive right of ways and have vehicles capable of operating as a single train or as multiple units coupled together.

Nearly $575 million in M2 and external funding (includes $58 million in local match funds) to implement Board-selected fixed-guideway projects. Based on the level of interest from local jurisdictions, additional funds are anticipated to be available for proposed/future local jurisdiction projects for bus and van connections to Metrolink in the future.

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[7] OCTA Comprehensive Business Plan, pg. 13

[8] 2012 M2020 Plan, pg. 60

(1) Project 1: Cities of Santa Ana/Garden Grove Fixed-Guideway Project

The proposed Santa Ana/Garden Grove fixed-guideway project travels along an east-west corridor between the Santa Ana Regional Transportation Center (SARTC) and a new multimodal transit hub on Harbor Boulevard in the City of Garden Grove (see map next page). The proposed street car system will extend the reach of Metrolink into the cities of Santa Ana and Garden Grove by providing easy transit access to Santa Ana's downtown area and civic center, including federal, state, and county government offices and courthouses.

Benefits:

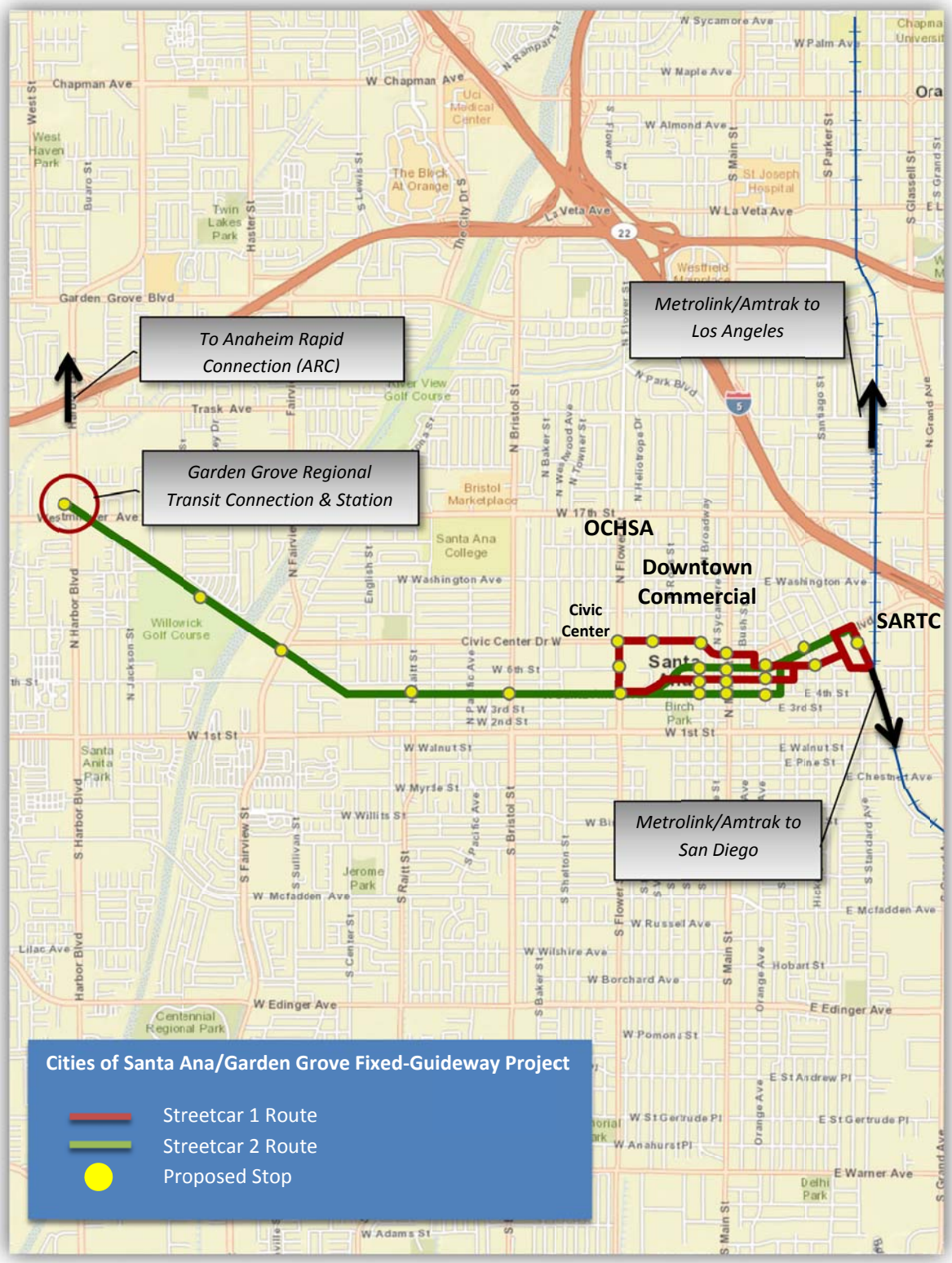
- Alleviate congestion on streets and freeways.
- Better connections to Metrolink and Amtrak rail services.
- Improved solutions for meeting the needs of the transit-dependent.
- Enrich the community by providing an alternative to traveling by automobile.
- Provides a safe, convenient, and reliable public transportation option.
- Streetcar systems spur economic development and create jobs.
- Modern streetcars systems are a green, healthy technology that enhances community livability.

Cost: Approximately $11 million (project study funds) in Project S and additional funds have been awarded to the Santa Ana/Garden Grove team. Total cost estimated at $200 million.

Schedule: Note: The schedule below is tentative and is conditional on OCTA Board policy approval in 2014.

Milestone	Calendar Year
Conceptual Engineering and Environmental Analysis	Q3, 2009 to Q2, 2013
Project Development (Engineering, Right-of-Way, Final Design)	Q4, 2013 to Q2, 2014
Vehicle Acquisition	Q2, 2014 to Q3, 2016
Construction	Q3, 2015 to Q3, 2017
Operations Begin	Q4, 2017

Reference: http://santaanatransitvision.com/fixed_guideway_project.html


To Anaheim Rapid Connection (ARC)
Garden Grove Regional Transit Connection & Station
Metrolink/Amtrak to Los Angeles
Metrolink/Amtrak to San Diego
OCHSA
Downtown Commercial
Civic Center
SARTC
Cities of Santa Ana/Garden Grove Fixed-Guideway Project
Streetcar 1 Route
Streetcar 2 Route
Proposed Stop

(2) Project 2: Anaheim Rapid Connection (ARC) Fixed Guideway Project

The proposed Anaheim Rapid Connection (ARC) is a fixed-guideway transit system that will connect Anaheim area destinations. Starting from the Anaheim Regional Intermodal Transportation Center (ARTIC), this transit system will connect visitors, high-speed rail riders, employees, and area residents to and from Platinum Triangle, Anaheim Resort, and Anaheim Convention Center. To view documents and information regarding ARC (including the September 12, 2012 Community Meeting presentation and the October 3, 2012 Alternatives Analysis) follow the link at the bottom of this page.

Benefits:

- ARC will provide a cleaner, safer, and more efficient way to enjoy Anaheim by enabling economic development, providing mobility opportunities for the community, and supporting livability.

- Greatly improves last mile connection to regional transit for workers, residents and visitors, as well as internal circulation, making transit a viable option for many.

    - Saves travel time
    - Improves reliability
    - Increases transit ridership

- Enables development of a new and highly livable urban place – dense, mixed use, and walkable-built around transit, where no car is needed.

Cost:

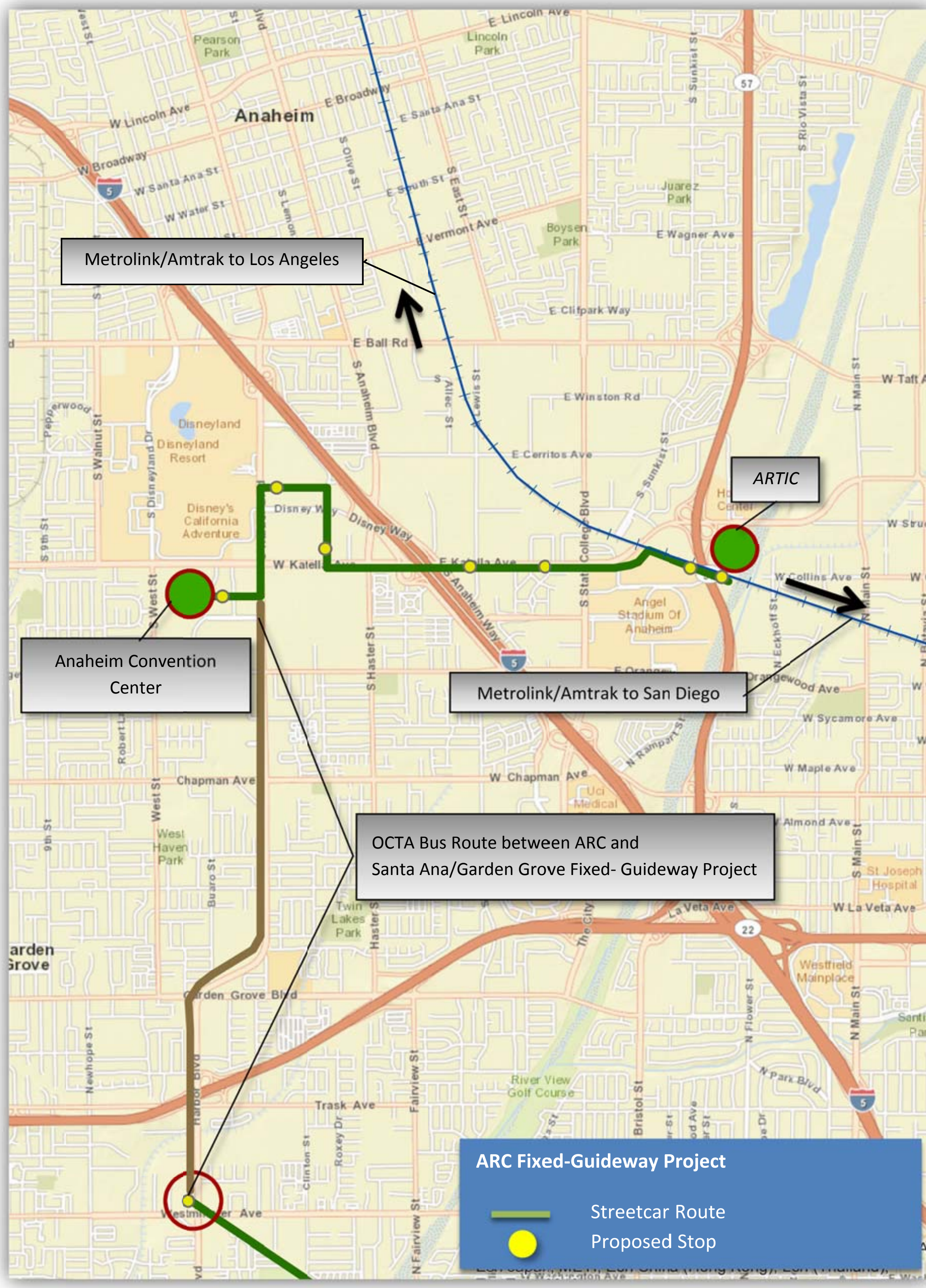
- ARC Capital Cost - $318 million
- Public Funding: Measure M – Project "S," federal funding, state and local transit funds
- Operations and Maintenance - $10 million annual cost. Fully funded by local sources

Schedule:

- Currently in the Alternatives Analysis (AA) phase
    - Alternatives under review include an enhanced bus, and streetcar
    - Elevated fixed-guideway

Milestone	Schedule
Project Development (Environmental Clearance)/Engineering	2013-2015
Begin Final Design	2016
Construction	2017
Operations Begin	2018

Reference: **http://aconnext.com/arc/overview/and**
http://www.anaheim.net/title/Public+Works/Transit+Planning/page.htm


Metrolink/Amtrak to Los Angeles
ARTIC
Anaheim Convention Center
Metrolink/Amtrak to San Diego
OCTA Bus Route between ARC and
Santa Ana/Garden Grove Fixed- Guideway Project
ARC Fixed-Guideway Project
Streetcar Route
Proposed Stop

b) Bus and Station Van Extension Projects (Project S)

Bus and Station Van Extension projects provide funding for programs that improve transit connectivity between rail stations and popular local destinations and businesses located nearest to rail stations.

During the first call for projects in 2012, nearly $10 million was made available to local cities to implement bus and station van concepts. Through planning efforts, 35 concepts were developed and evaluated as part of OCTA's Transit System Study to determine how they could integrate and compliment service already provided by OCTA.

Four applications were received for the 2012 Project S Call for Project, and all four connections (three van routes plus one bus route) were approved by the Board for fiscal year 2012-2013. These projects will be in the operations and maintenance phase for the next five years.

Benefits: The benefits of the bus and station van network are similar to those provided by the fixed-guideway projects. By providing bus and station van connections, this program improves last mile connections for regional transit workers, residents and visitors, as well as internal circulation, making transit a viable option for many.

Project Descriptions:

(1) Project 1: Anaheim Transportation Network: The network will operate two buses serving seven Metrolink trains daily (four trains in the morning and three trains in the afternoon) carrying passengers from the Anaheim Canyon Station to:

- La Palma Avenue/State College Boulevard
- Anaheim Civic Center
- Vermont Avenue/Melrose Street
- Ball Road/East Street
- Harbor Boulevard/Ball Road
- Disney East Esplanade on Harbor Boulevard

(2) Project 2: City of Lake Forest, station van from the Irvine Station to Oakley, Inc.

(3) Project 3: City of Lake Forest, station van from the Irvine Station to Panasonic Avionics Corporation.

(4) Project 4: City of Lake Forest, station van from the Irvine Station to Invensys.

The spreadsheet below shows the approved bus and station van projects by funds, including the estimated operational and maintenance costs for five years.

Agency	Capital Dollars Requested	Operations and Maintenance Dollars Requested	Total
Anaheim	$202,000	$242,888	$444,888
Lake Forest	n/a	$ 60,465	$ 60,465
Lake Forest	n/a	$174,095	$174,095
Lake Forest	n/a	$ 53,165	$ 53,165
Total funding for five years subject to annual audit and monthly ridership			$732,613

c) High-Frequency Metrolink Service (Project R)

High-Frequency Metrolink Service expand Metrolink peak-period capacity and address gaps in the existing schedule, as well as make continued investments to improve rail stations, such as the Orange and Laguna Niguel/Mission Viejo stations and operating facilities.

"Project R provides for sustained and potential increased rail service and capacity along three Metrolink lines serving Orange County.[9] The program provides for safety and operational improvements to the railroad infrastructure necessary to support existing and expanded train service. These infrastructure improvements include:

- Grade crossing improvements
- Track improvements
- Signal and communications systems improvements
- Grade crossing improvements

Benefits: **"**Project R allows for sustained operation and enhanced capacity of Metrolink trains serving Orange County, providing a viable alternative to vehicle travel, thereby reducing congestion on crowded roadways and freeways. During the peak hours, Metrolink carries the equivalent number of passengers that would fill one freeway lane on the I-5."[10]

Cost: $221.5 million between 2013 and 2020.

[9] 2012 M2020 Plan, pg. 59

[10] 2012 M2020 Plan, pg. 59

Schedule: Capital improvements required for expansion of Metrolink service during mid-day are nearly complete. OCTA and partner agencies are working together with Metrolink and BNSF Railway Company to implement improvements allowing expansion of service to Los Angeles. OCTA is also working with the LOSSAN Corridor agencies to enact legislation to support better coordination of services in the corridor for greater integration. The map below illustrates the three Orange County Metrolink lines and the stations they serve.

III. Overview - M2020 Plan

The M2020 Plan outlines the projects and programs for most transportation modes that can be delivered on an expedited schedule by the year 2020. [11] Through the M2020 plan, projects are funded using Orange County's one-half cent sales tax for transportation improvements known as Measure M. Orange County voters originally approved Measure M in 1990 (M1) for a 20-year timeframe. Given the tremendous benefits delivered to taxpayers from the M1 program, in November 2006, voters approved the renewal of Measure M (M2) for another 30 years to 2041.

In 2007, an Early Action Plan to accelerate the implementation of M2 projects and programs was approved by the Board of Directors. As a result, the M2020 Plan was completed in September 2012; this eight-year plan outlines 14 objectives to be delivered on an expedited schedule between now and the year 2020. "By the year 2020, OCTA expects to accomplish the 14 objectives of the M2020 Plan, including:

- Finishing two-thirds of the M2 freeway program
- Completing the environmental phase for the remaining one-third
- Synchronizing 2,000 traffic signals across Orange County while expanding roadway capacity and protecting pavement conditions.
- Expanding and improving Metrolink service to L.A. County.
- Improving Orange County water and air quality and preserving approximately 1,000 acres of open space."[12]

[11] OCTA M2020 Plan, pg. 1

[12] OCTA Fiscal Year 2013-14 Budget, pg. 32

The M2020 Plan represents a blueprint for continued advancement of M2 for the period of 2013 through 2020. The M2020 Plan also supports and enhances the ability of OCTA to support the regional Sustainable Communities Strategy (SCS) in Orange County.

For a complete list of the 14 objectives identified in the M2020 Plan, please refer to Appendix A.

The following freeway projects are listed according to the M2020 Plan objective to which they are assigned. Projects under the M2020 Plan are also assigned by letter designation, A through X. For a complete list of the designation summaries refer to Appendix B and for a summary list of all projects by objectives please refer to Appendix C.

A. Freeways-Freeway Construction Projects

The goal of the freeway construction projects is to "Deliver 14 construction projects along Interstate 405 (I-405), Interstate 5 (I-5), State Route 55 (SR-55), and State Route 91 (SR-91). (M2 projects A, C, D, E, F, G, H, I, J, & K). This comprises two-thirds of the M2 freeway program, amounting to nearly $3 billion in year-of-expenditure (YOE) dollars' worth of transportation investments inclusive of what has already been delivered."[13]

The map on page 118 provides an overview of the freeway construction projects from 2014 to 2019. These projects are in various stages of completion. The remainder of this section provides a short summary description and schedule of each of the projects. For detailed information please reference the OCTA M2020 Plan.

[13] OCTA M2020 Plan, pg. 3

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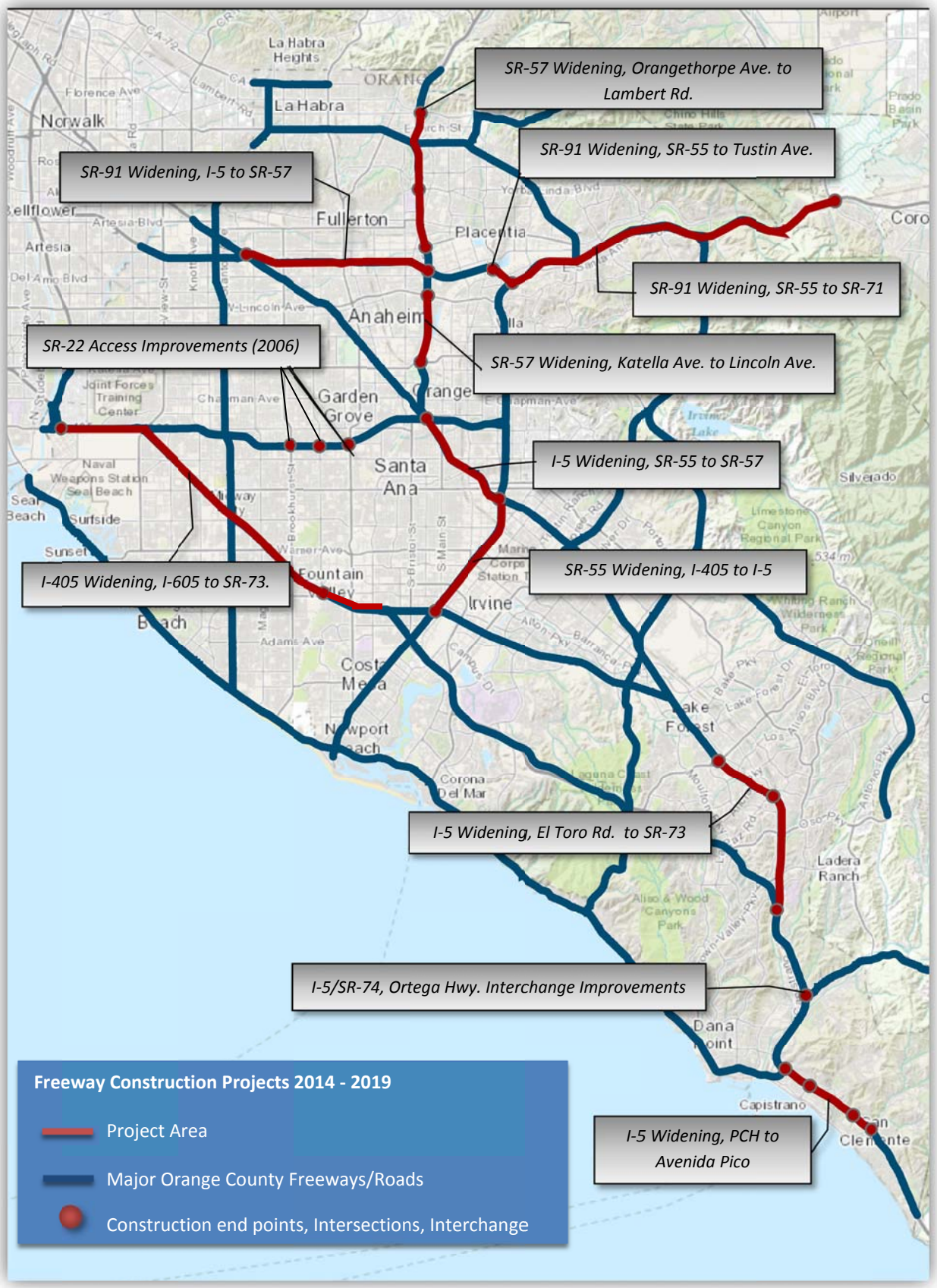

SR-57 Widening, Orangethorpe Ave. to Lambert Rd.
SR-91 Widening, SR-55 to Tustin Ave.
SR-91 Widening, I-5 to SR-57
SR-91 Widening, SR-55 to SR-71
SR-22 Access Improvements (2006)
SR-57 Widening, Katella Ave. to Lincoln Ave.
I-5 Widening, SR-55 to SR-57
SR-55 Widening, I-405 to I-5
I-405 Widening, I-605 to SR-73.
I-5 Widening, El Toro Rd. to SR-73
I-5/SR-74, Ortega Hwy. Interchange Improvements
I-5 Widening, PCH to Avenida Pico
Freeway Construction Projects 2014 - 2019
Project Area
Major Orange County Freeways/Roads
Construction end points, Intersections, Interchange

1. Interstate 5 (I-5) Projects

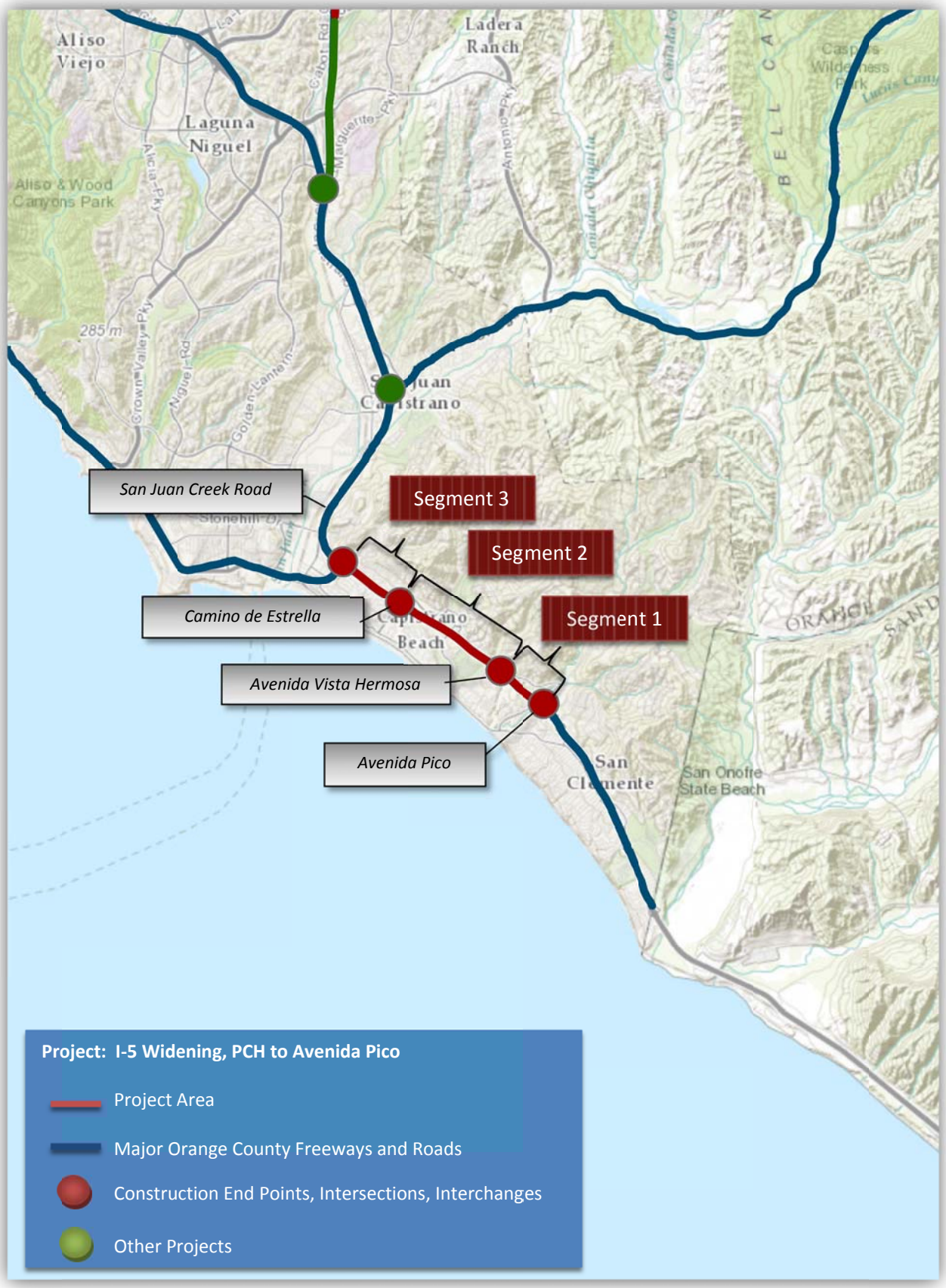
a) I-5 Widening, PCH to Avenida Pico

(1) Segment 1: Extends from south of the Avenida Pico interchange to south of the Avenida Vista Hermosa interchange.

(2) Segment 2: Begins south of Avenida Vista Hermosa interchange and ends to the north of the Camino de Estrella interchange.

(3) Segment 3: Extends from north of the I-5 Camino de Estrella interchange to south of San Juan Creek Road.

I-5 Widening, Avenida Pico to Pacific Coast Highway Summary	
Description	(Description of segments 1, 2, and 3 are provided above) a. Extends HOV lanes from Avenida Pico to San Juan Creek Road. b. Interchange improvements at Avenida Pico.
Project	Measure M, Projects C and D
Benefit	Eliminate a southbound lane drop at PCH and enable more efficient operation of general purpose lanes.
Cost	Segment 1: $110 million Segment 2: $ 75 million Segment 3: $ 63 million $248 million
Funding Source	M2
Environmental Phase	Segment 1: Completed calendar year Q4, 2011 Segment 2: Completed calendar year Q4, 2011 Segment 3: Completed calendar year Q4, 2011
Engineering Phase	Segment 1: Completed calendar year Q4, 2013 Segment 2: Completed calendar year Q2, 2013 Segment 3: Completed calendar year Q1, 2013
Construction Phase	Segment 1: Calendar year Q2, 2014 to Q4, 2017 Segment 2: Calendar year Q2, 2014 to Q2, 2016 Segment 3: Calendar year Q1, 2014 to Q3, 2016
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Aliso Viejo
Laguna Niguel
Ladera Ranch
Aliso & Wood Canyons Park
San Juan Capistrano
San Juan Creek Road
Segment 3
Segment 2
Segment 1
Camino de Estrella
Avenida Vista Hermosa
Avenida Pico
Capistrano Beach
San Clemente
San Onofre State Beach
Project: I-5 Widening, PCH to Avenida Pico
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

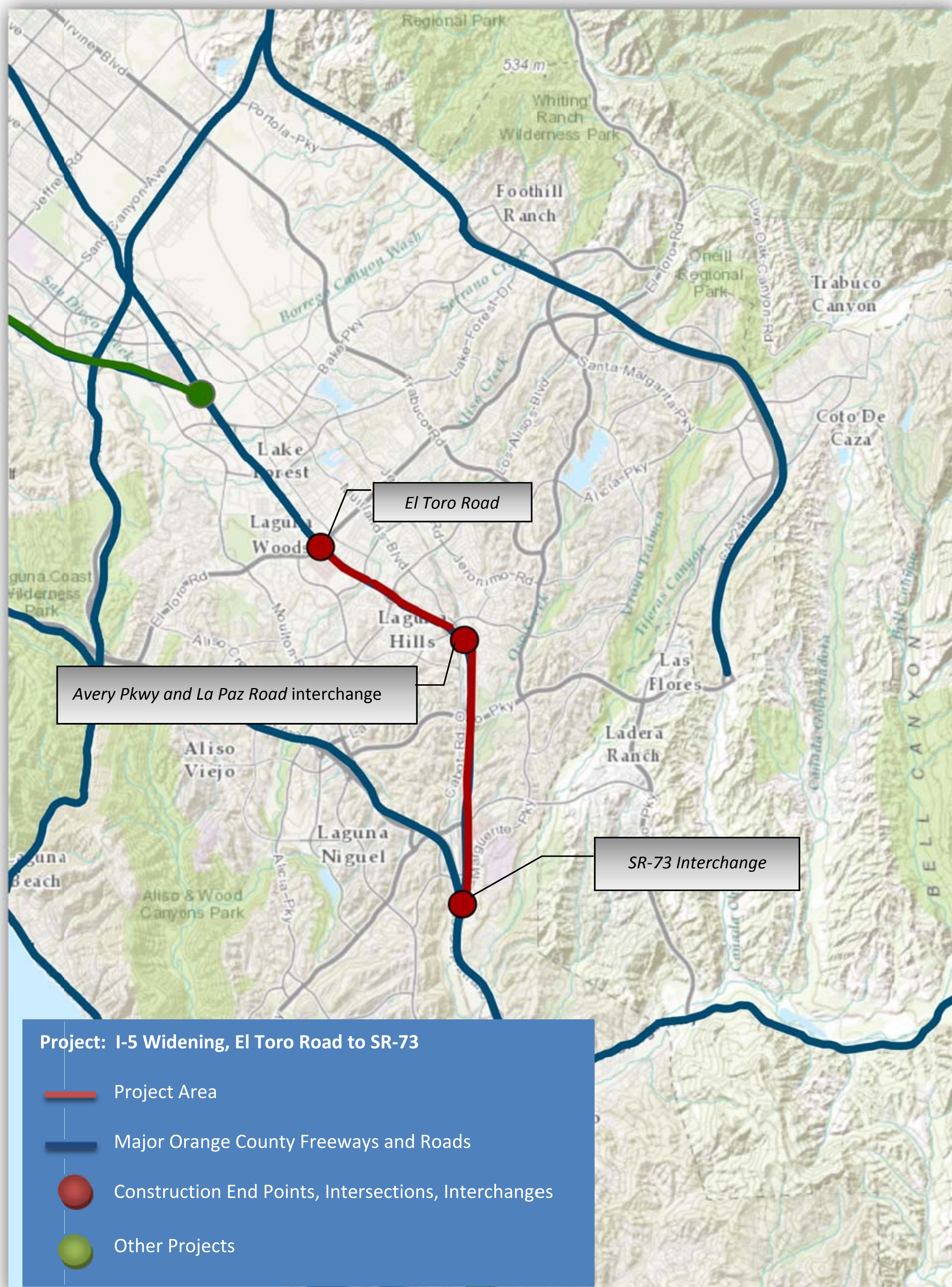
b) I-5/SR-74 Ortega Highway, Interchange Improvements

I-5/SR-74 Ortega Interchange Improvements Summary	
Description	Reconstruct the I-5/SR-74 Interchange to better accommodate existing and future traffic volumes, and alleviate the congestion within the interchange area. Improvements along the I-5 are within 1000 feet of SR-74 to both the north and south. Improvements along SR-74 are from El Camino Real to approximately 500 feet east of Los Cerritos Avenue.
Project	Measure M, Project D
Benefit	Eliminates a major chokepoint, reduces congestion
Cost	$81 Million
Funding Source	M2
Environmental Phase	Completed: Calendar year Q2, 2009
Engineering Phase	Completed: Calendar year Q4, 2011
Construction Phase	Calendar year Q3, 2012 to Q3, 2015
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


I-5/SR-74 Interchange
Project: I-5/SR-74 Ortega Highway, Interchange Improvements
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

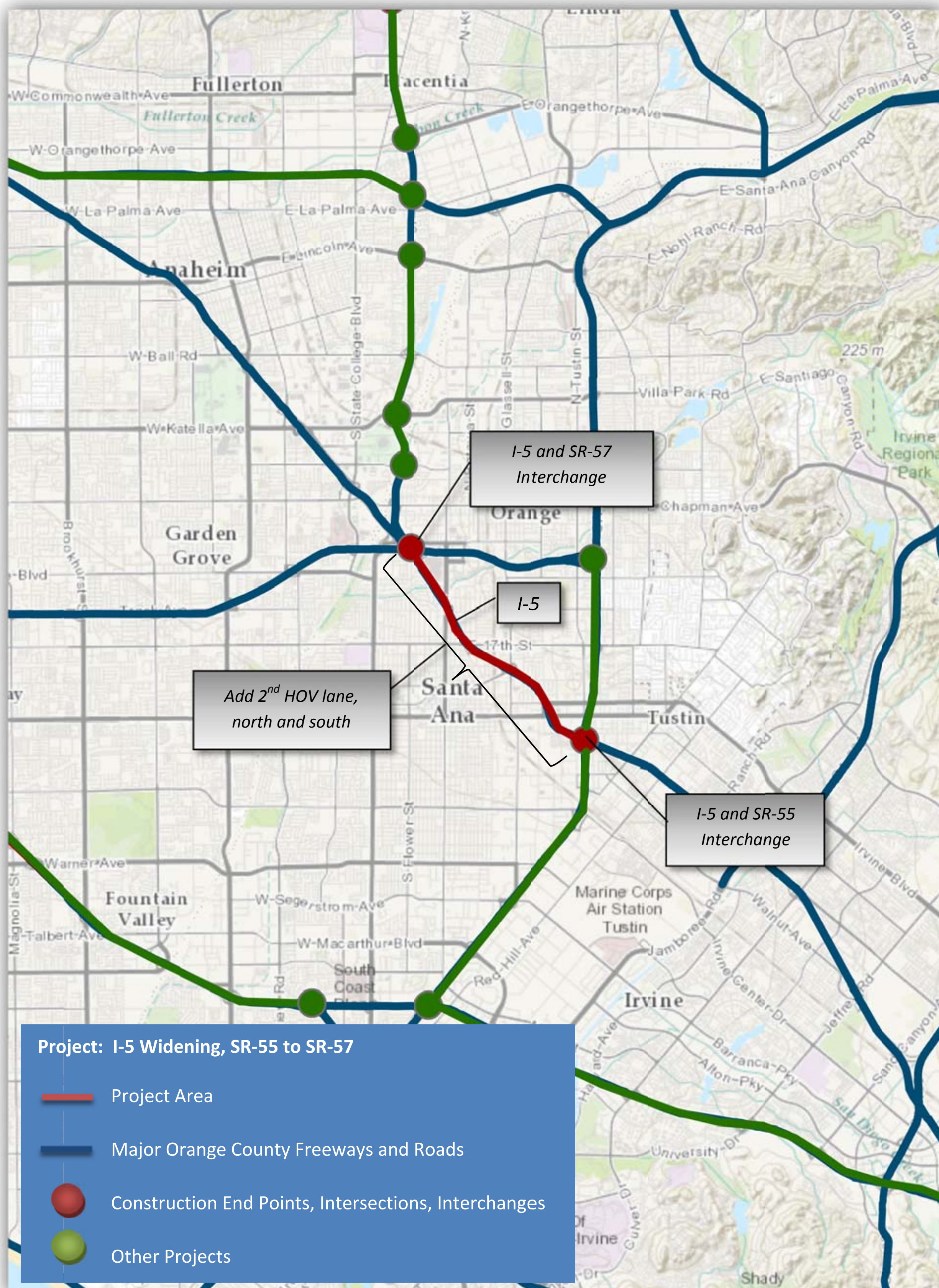
c) I-5 Widening, El Toro Road to SR-73 (includes Avery & La Paz Interchange)

I-5 Widening, El Toro Road to SR-73 Summary	
Description	The project will widen I-5 in each direction between SR-73 and El Toro Road (approximately 6.5 miles) to increase freeway capacity and reduce congestion in the Lake Forest, Laguna Hills, and Laguna Niguel, and Mission Viejo, areas. The project will add one general purpose lane in each direction, extend the second HOV lane on both directions from El Toro Road to Alicia Parkway, and reconstruct La Paz Road and Avery Parkway interchanges.
Project	Measure M, Project D
Benefit	Reduce chokepoints and alleviate congestion at adjacent intersections.
Cost	$526 million
Funding Source	Federal and M2
Environmental Phase	In environmental to calendar year Q2, 2014
Engineering Phase	Calendar year Q3, 2014 – Q3, 2017
Construction Phase	Calendar year Q3, 2018 – Q2, 2022
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


El Toro Road
Avery Pkwy and La Paz Road interchange
SR-73 Interchange
Lake Forest
Laguna Woods
Laguna Hills
Aliso Viejo
Laguna Niguel
Foothill Ranch
Trabuco Canyon
Coto De Caza
Las Flores
Ladera Ranch
Whiting Ranch Wilderness Park
Aliso & Wood Canyons Park
Project: I-5 Widening, El Toro Road to SR-73
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

d) I-5 Widening, SR-55 to SR-57

I-5 Widening, SR-55 to SR-57 Summary	
Description	Project will incorporate two project study report (PSR). The first is to add a second HOV lane in each direction on I-5 between SR-55 and SR-57 interchanges to increase freeway capacity and reduce congestion.
Project	Measure M, Project A
Benefit	a. Increase capacity on the HOV I-5 in Santa Ana b. Provides direct HOV connectors from both the SR-55 and SR-57
Cost	$46.3 million
Funding Source	State
Environmental Phase	Calendar year Q2, 2011 to Q4, 2014
Engineering Phase	Calendar year Q4, 2014 to Q3, 2016
Right-of-way	Calendar year Q4, 2015 to Q3, 2016
Construction Phase	Calendar year Q2, 2017 to Q2, 2019
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


I-5 and SR-57
Interchange
I-5
Add 2nd HOV lane,
north and south
I-5 and SR-55
Interchange
Project: I-5 Widening, SR-55 to SR-57
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Fullerton
Fullerton Creek
W-Commonwealth-Ave
W-Orangethorpe-Ave
E-Orangethorpe-Ave
W-La Palma-Ave
E-La Palma-Ave
E-Lincoln-Ave
Anaheim
W-Ball-Rd
W-Katella-Ave
S-State-College-Blvd
Garden
Grove
Orange
Santa
Ana
Tustin
Fountain
Valley
Warner-Ave
Talbert-Ave
W-Segerstrom-Ave
W-Macarthur-Blvd
South
Coast
S-Flower-St
E-17th-St
N-Tustin-St
Villa-Park-Rd
E-Santiago
Chapman-Ave
E-Santa-Ana-Canyon-Rd
E-La-Palma-Ave
E-Nohl-Ranch-Rd
Irvine
Regiona
Park
Marine Corps
Air Station
Tustin
Irvine
Red-Hill-Ave
Walnut-Ave
Irvine-Center-Dr
Barranca-Pky
Alton-Pky
University-Dr
Culver-Dr
Irvine-Blvd
Shady
Magnolia-St
225 m

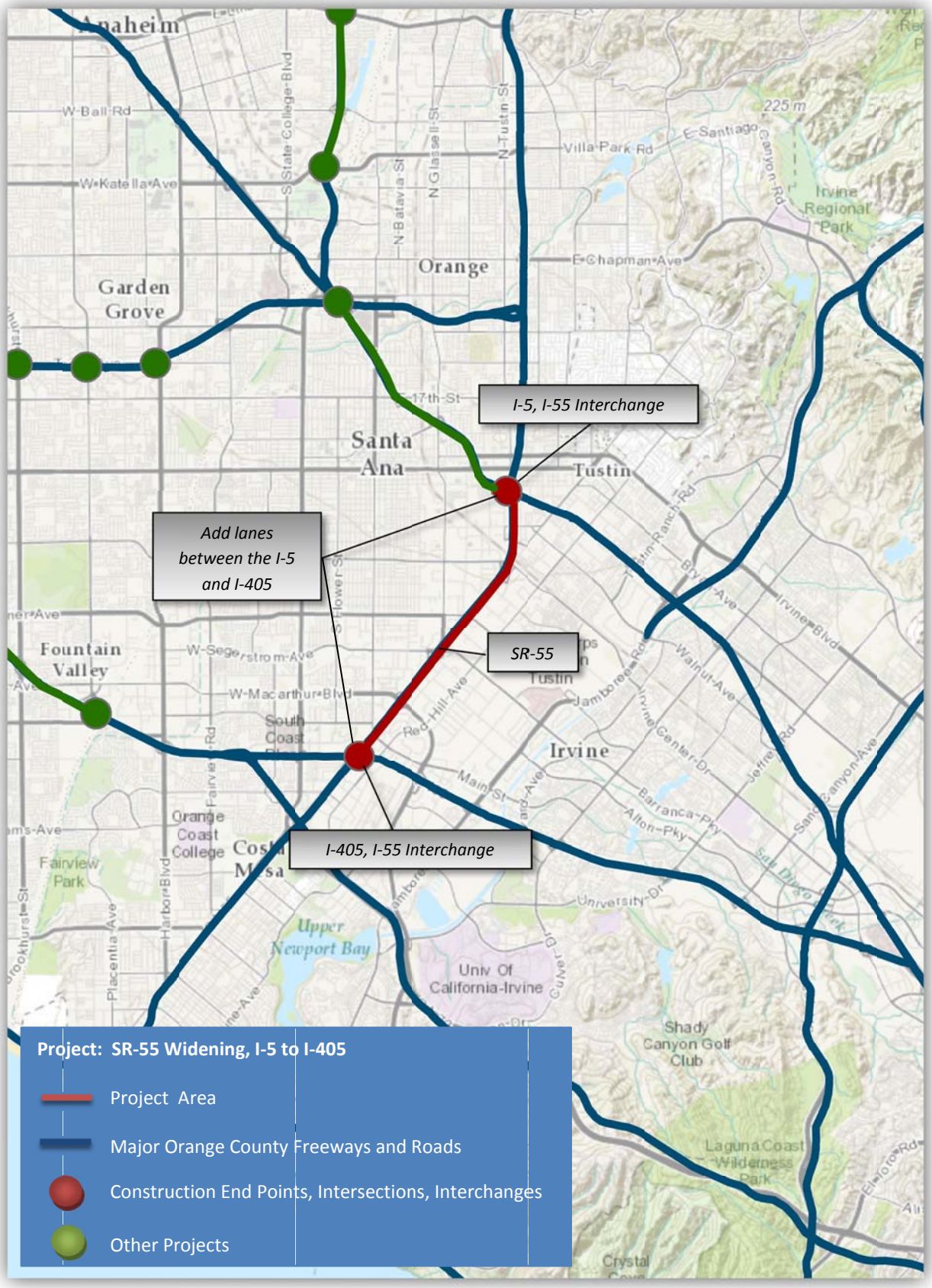
2. Interstate 405 (I-405) Widening, SR-73 to I-605, Design-Build Project

I-405 Widening, SR-73 to I-605, Design-Build Project	
Description	The project will add new lanes, improve interchanges and widen local overcrossings to the San Diego Freeway from SR-73 in Costa Mesa to the San Gabriel River Freeway (Interstate 605) near the Orange County/ Los Angeles County border. There are three alternatives: (1) add one general purpose lane in each direction; (2) add two general purpose lanes in each direction; and (3) add one general purpose lane and one express lane in each direction; the new express lane and existing high-occupancy vehicle (HOV) lane would be operated as a two-lane express facility in each direction.
Project	Measure M, Project K
Benefit	Increased freeway capacity
Cost	$1.3 billion for one general purpose lane in each direction
Funding Source	General purpose lanes funded by M2 Eligible for federal and state funding
Environmental Phase	Calendar year Q1, 2009 to Q4, 2014
Engineering Phase	Calendar year Q1, 2014 to Q4, 2014
Right-of-Way	Calendar year Q1, 2014 to Q3, 2018
Construction Phase	Calendar year Q4, 2015 to Q4, 2019
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


I-405 and I-605 Interchange
Euclid St.
I-405 and SR-73 Interchange
Project: I-405 Widening, SR-73 to I-605, Design Build
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Hawaiian Gardens
Cypress
Los Alamitos
Garden Grove
Naval Weapons Station Seal Beach
Midway City
Sunset Beach
Fountain Valley
Bolsa Chica Ecological Reserve
Seacliff Country Club
Huntington Beach
Costa Mesa
Newport Beach
Fairview Park
Anaheim Bay
Upper Newport
Newport Bay

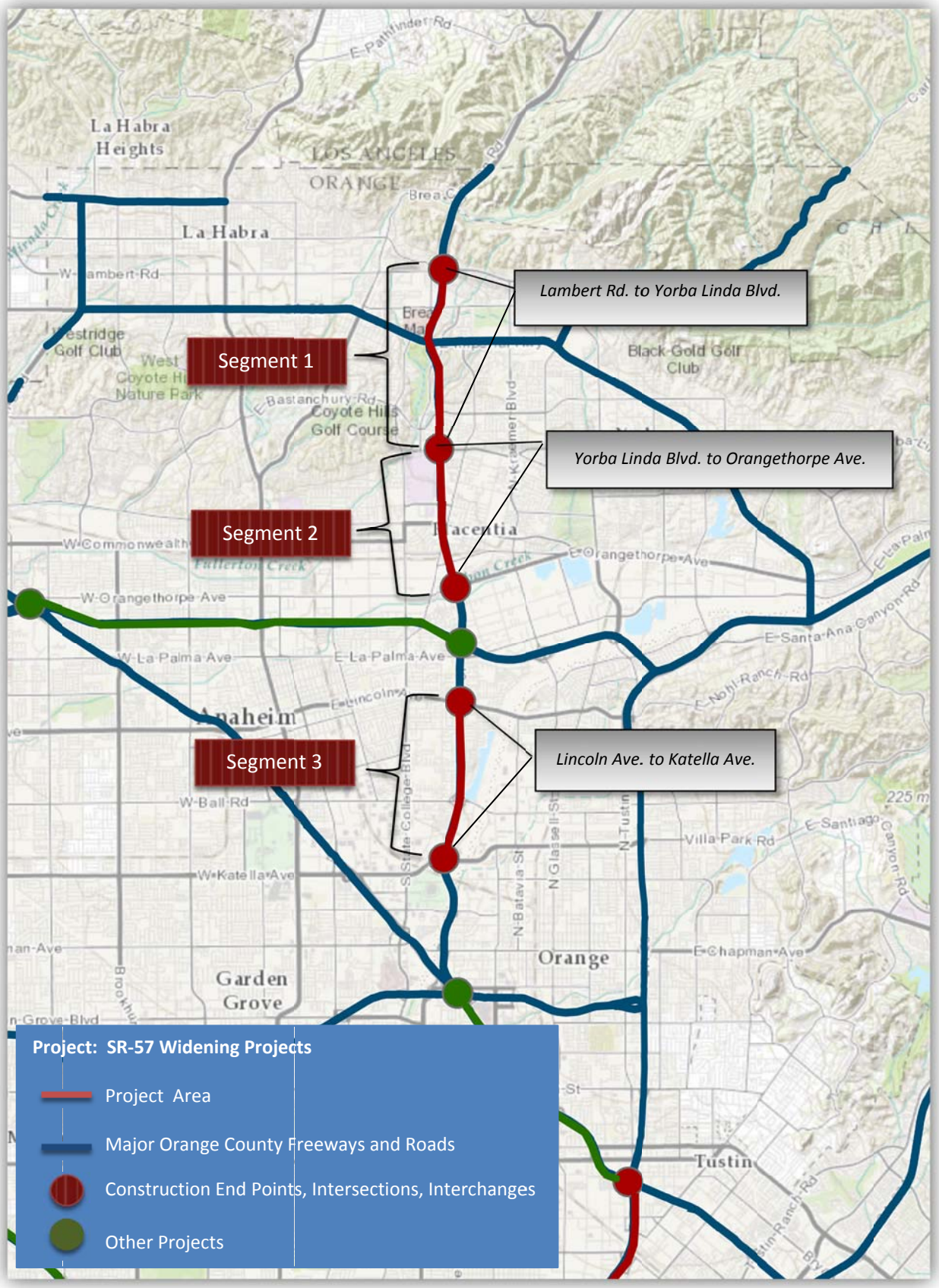
3. State Route 55 (SR-55) Widening, I-405 to I-5

SR-55 Widening, I-405 to I-5	
Description	The project will add new lanes (approximately six miles) on SR-55 between north of I-405 to south of I-5 connectors to increase freeway capacity and reduce congestion in central Orange County areas. The project is located in the cities of Santa Ana, Irvine and Tustin. The PSR has five build alternatives: (1) add one auxiliary lane in both directions and provides full freeway standard features; (2) adds a fifth general purpose (GP) lane in both directions in lieu of auxiliary lanes; (3) combines Alternative 1 and Alternative 2 to provide an auxiliary lane and GP lane in both directions; (4) combines Alternative 1 and Alternative 2 and adds a HOV lane; (5) combines Alternative 1 and adds a new lane in each direction to increase capacity of the existing freeway.
Project	Measure M, Project F
Benefit	Improved mobility and congestion reduction on the SR-55 from I-405 to the I-5
Cost	Phase I: $275 million
Funding Source	M2 The project is eligible for future state and federal funds
Environmental Phase	Calendar year Q2, 2011 to Q4, 2014
Engineering Phase	Calendar year Q4, 2014 to Q4, 2017
Right-of Way	Calendar year Q1, 2016 to Q1, 2018
Construction Phase	Calendar year Q3, 2018 to Q3, 2021
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


I-5, I-55 Interchange
Add lanes between the I-5 and I-405
SR-55
I-405, I-55 Interchange
Project: SR-55 Widening, I-5 to I-405
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Anaheim
Garden Grove
Orange
Santa Ana
Tustin
Fountain Valley
Irvine
Costa Mesa
Orange Coast College
Fairview Park
Upper Newport Bay
Univ Of California-Irvine
Irvine Regional Park
Shady Canyon Golf Club
Laguna Coast Wilderness Park
Villa Park Rd
E Chapman Ave
17th St
W Ball Rd
W Katella Ave
W Macarthur Blvd
Red Hill Ave
Jamboree Rd
Irvine Blvd
Walnut Ave
Main St
Barranca Pky
Alton Pky
University Dr
225 m

4. **State Route 57 (SR-57) Projects**
    a) **Segment 1:** Lambert Road to Yorba Linda Boulevard
    b) **Segment 2:** Orangethorpe Avenue to Yorba Linda Boulevard
    c) **Segment 3:** Katella Avenue to Lincoln Avenue

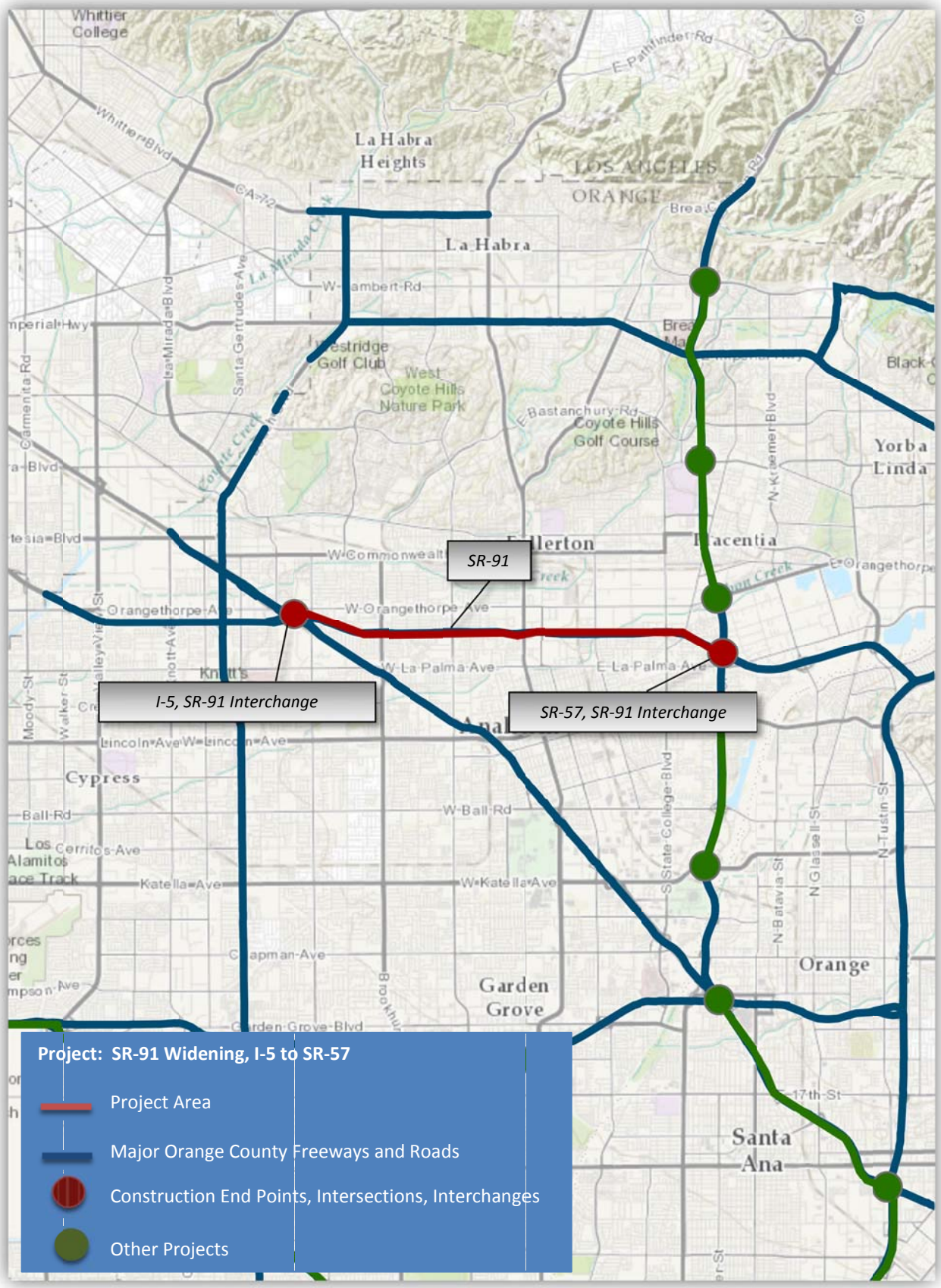
SR-57 Widening, (Northbound)	
Description	Add one general purpose lane in the northbound direction from the City of Orange to the City of Brea. Phase I, Three segments: Segment 1: Yorba Linda Boulevard to Lambert Road Segment 2: Orangethorpe Avenue to Yorba Linda Blvd Segment 3: Katella Avenue to Lincoln Avenue
Project	Measure M, Project G
Benefit	Improved existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements. Improved traffic operations and safety
Cost	Segment 1: $56.5 million Segment 2: $56.9 million Segment 3: $38.4 million
Funding Source	M2 and state funds
Environmental Phase	Segment 1: Completed calendar year, Q4, 2007 Segment 2: Completed calendar year, Q4, 2007 Segment 3: Completed calendar year, Q4, 2009
Engineering Phase	Segment 1: Completed calendar year, Q2, 2009 Segment 2: Completed calendar year, Q2, 2009 Segment 3: Completed calendar year, Q4, 2010
Construction Phase	Segment 1: Calendar year Q4, 2010 to Q1, 2014 Segment 2: Calendar year Q4, 2010 to Q2, 2014 Segment 3: Calendar year Q4, 2011 to Q3, 2014
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Segment 1
Lambert Rd. to Yorba Linda Blvd.
Segment 2
Yorba Linda Blvd. to Orangethorpe Ave.
Segment 3
Lincoln Ave. to Katella Ave.
Project: SR-57 Widening Projects
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
La Habra Heights
La Habra
Anaheim
Placentia
Orange
Garden Grove
Tustin
Black Gold Golf Club
Coyote Hills Golf Course
W Lambert Rd
E Bastanchury Rd
W Commonwealth Ave
W Orangethorpe Ave
E Orangethorpe Ave
W La Palma Ave
E La Palma Ave
W Ball Rd
W Katella Ave
E Chapman Ave
Villa Park Rd
E Santa Ana Canyon Rd
E Nohl Ranch Rd

5. State Route 91 (SR-91) Projects

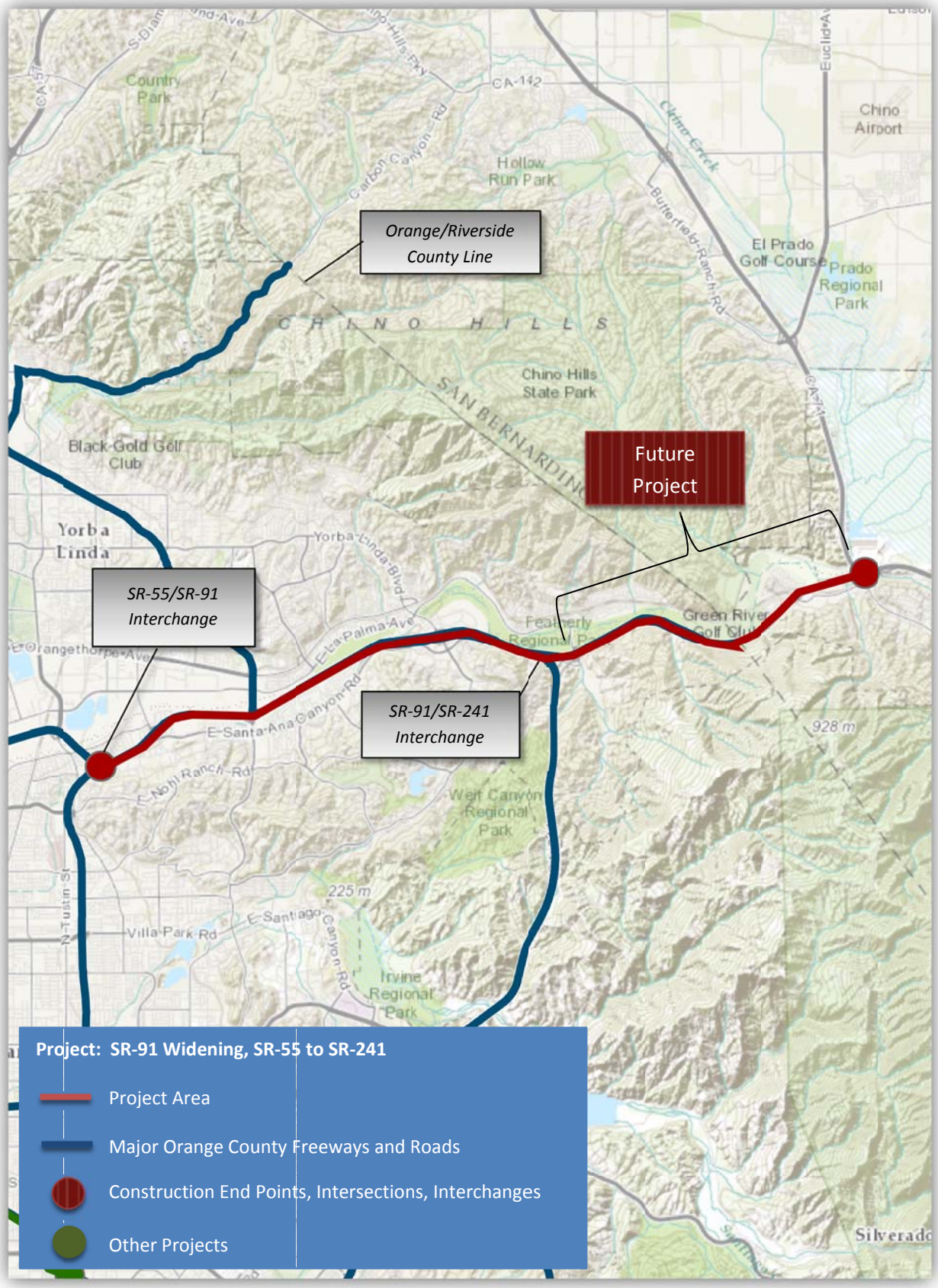
a) SR-91 Widening, I-5 to SR-57

SR-91 Widening, I-5 to SR-57	
Description	Implementation of this project will provide an additional general purpose lane on the Riverside Freeway (SR-91) in the westbound (WB) direction by connecting existing auxiliary lanes through the interchanges within the project limits to create a 4th continuous WB general purpose lane. The project is located on SR-91 between SR-57 (to the east) and I-5 (to the west) and traverses through the Cities of Anaheim and Fullerton. WB auxiliary lanes will be replaced or added, and exit ramp will be modified to two lane exit ramps. Additional features include widening on the WB side of Brookhurst Street undercrossing (UC), Euclid Street UC, East Street/Raymond Avenue UC, State College Boulevard UC, North Anaheim, and Acacia Avenue UC. The overall project length is approximately 4.5 miles.
Project	Measure M, Project H
Benefit	Reduction of congestion, additional capacity and improved operations at each interchange.
Cost	$67.8 million
Funding Source	State and local funds. $34.95 million in Proposition 1B funds.
Environmental Phase	Completed: Calendar year Q2, 2010
Engineering Phase	Completed: Calendar year Q2, 2012
Right-of-way	Completed: Calendar year Q3, 2012
Construction Phase	Calendar year Q1, 2013 to Q2, 2016
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


SR-91
I-5, SR-91 Interchange
SR-57, SR-91 Interchange
Project: SR-91 Widening, I-5 to SR-57
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

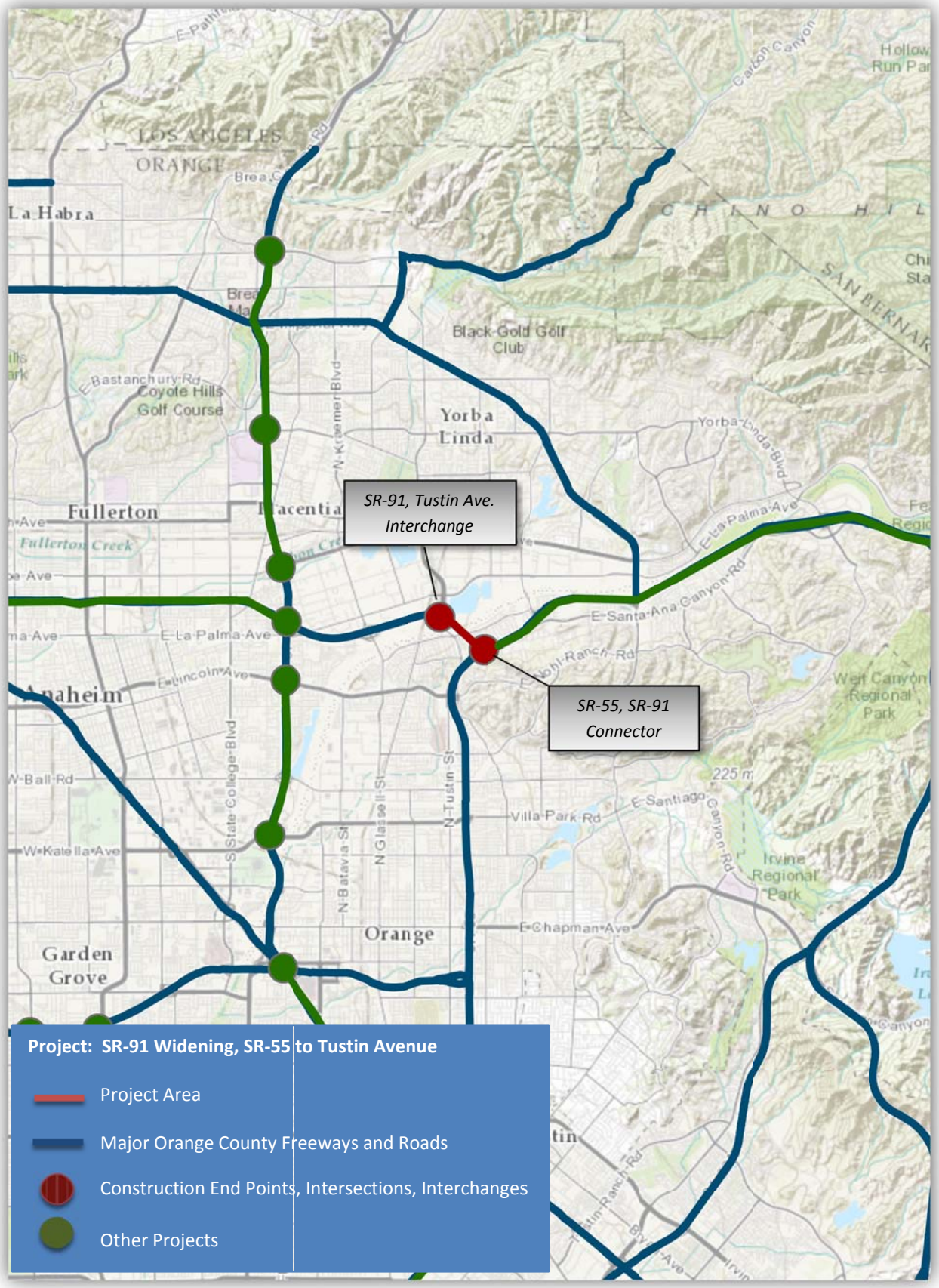
b) SR-91 Widening, SR-55 to SR-241

SR-91 (SR-55 to SR-241)	
Description	Project limits are from the SR-91/SR-55 connector to a mile east of the Weir Canyon Road interchange, approximately six miles in total. This project will provide an additional general purpose lane on the Riverside Freeway (SR-91) in both directions (EB and WB), and will widen the existing general-purpose lanes and outside shoulders to standard widths within the project limits. The project includes improvements to the WB on-ramps from Lakeview Avenue. No mainline freeway widening is planned on the westbound side from the Lakeview Avenue interchange to the Imperial Highway (SR-90) interchange. A high emphasis will be placed on aesthetic features for this segment of scenic highway. Additional features of the project include widening and seismic retrofit of the following two bridges on both the EB and WB sides: Imperial Highway UC (SR-91/SR-90 Separation); and, Weir Canyon Road UC.
Project	Measure M, Project J
Benefit	Reduces weaving by reducing the volume of exiting vehicles Alleviates congestion and reduces delay
Cost	$81.5 million
Funding Source	$128.3 in state and federal funds
Environmental Phase	Completed calendar year Q2, 2009
Engineering Phase	Completed calendar year Q3, 2010
Construction Phase	Completed calendar year Q1, 2013
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Orange/Riverside County Line
Future Project
SR-55/SR-91 Interchange
SR-91/SR-241 Interchange
Project: SR-91 Widening, SR-55 to SR-241
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Country Park
Hollow Run Park
Chino Airport
El Prado Golf Course
Prado Regional Park
Chino Hills State Park
Black Gold Golf Club
Yorba Linda
Yorba Linda Blvd
E La Palma Ave
E Santa Ana Canyon Rd
E Nohl Ranch Rd
Weir Canyon Regional Park
Villa Park Rd
E Santiago Canyon Rd
Irvine Regional Park
Green River Golf Club
928 m
225 m

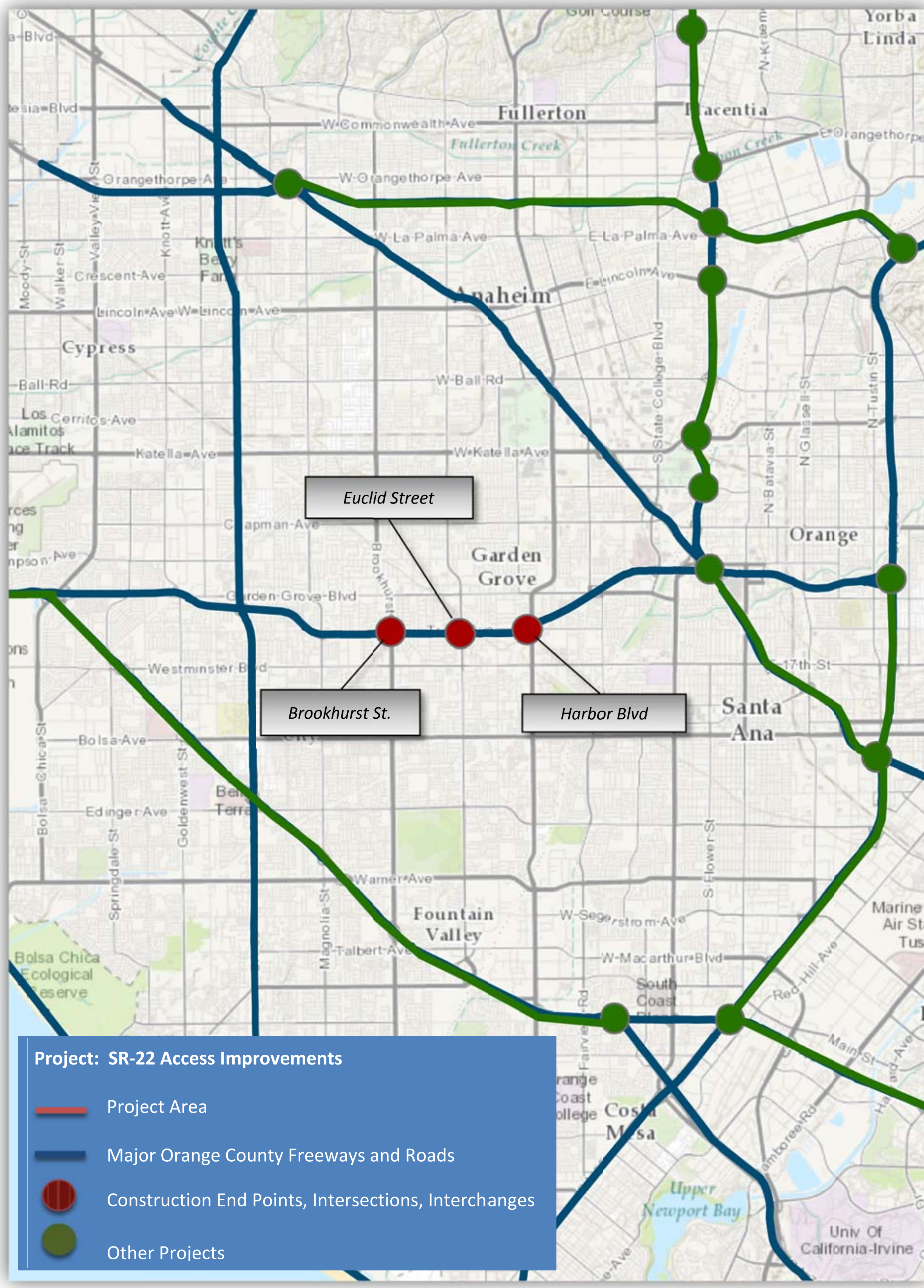
c) SR-91 Widening, SR-55 to Tustin Avenue

SR-91 Widening SR-55 to Tustin Avenue	
Description	Implementation of this project will add a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange. The overall project length is approximately 2 miles. The project is intended to relieve weaving congestion in this area. Additional features of the project include reconstruction of the Santa Ana River Bridge to accommodate additional lanes and possible reconstruction of the Riverdale Avenue overcrossing (OC) and partial reconstruction of the NB ramps at the Imperial Highway (SR-90) Interchange and Lambert Road exit ramp.
Project	Measure M, Project I
Benefit	This project is intended to reduce operational problems on this section of westbound SR-91, including weaving and merging maneuvers.
Cost	$47.4 million
Funding Source	State and local funds $34.95 million in Proposition 1B funds
Environmental Phase	Completed calendar year, Q2, 2011
Engineering Phase	Completed calendar year , Q1, 2013
Right-of-way	Completed calendar, Q2, 2013
Construction Phase	Calendar year Q4, 2013 to Q3, 2016
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


SR-91, Tustin Ave. Interchange
SR-55, SR-91 Connector
Project: SR-91 Widening, SR-55 to Tustin Avenue
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
LOS ANGELES
ORANGE
La Habra
Black Gold Golf Club
Coyote Hills Golf Course
Yorba Linda
Fullerton
Anaheim
Orange
Garden Grove
Villa Park
Irvine Regional Park
West Canyon Regional Park
E La Palma Ave
E Santa Ana Canyon Rd
E Chapman Ave
E Santiago Canyon Rd
Villa Park Rd
N Tustin St
N Glassell St
N Batavia St
S State College Blvd
N Kraemer Blvd
Yorba Linda Blvd
E Lincoln Ave
W Ball Rd
W Katella Ave
Fullerton Creek

6. SR-22 Access Improvements

SR-22 Access Improvements	
Description	Add capacity on the SR-91 beginning at the SR-55 and extending to SR-71 in Riverside County. Project 1: add one eastbound lane to the segment of SR-91 from one mile east of SR-241 to SR-71 in Riverside County. Project 2: improve the segment of SR-91 between SR-55 and SR-241. Project 3: improve lanes between SR-241 and the Riverside County line.
Project	Measure M, Project J
Benefit	Reduces weaving by reducing the volume of exiting vehicles Alleviates congestion and reduces delay
Cost	$25.8 million
Funding Source	Federal, state, and M1 funding
Environmental Phase	Completed
Design Phase	Completed
Construction Phase	Completed
Reference	M2020 Plan, pg. 29


Euclid Street
Brookhurst St.
Harbor Blvd
Fullerton
Placentia
Yorba Linda
Anaheim
Cypress
Garden Grove
Orange
Santa Ana
Fountain Valley
Costa Mesa
Project: SR-22 Access Improvements
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

B. Environmentally Cleared/Shelf-Ready Freeway Projects

Goal: Complete the environmental phase of the nine remaining M2 projects making them shelf ready for early delivery as external funds become available. (Projects B, D, F, G, I, J, L, & M). This positions the remaining freeway projects, estimated at $1.4 billion in current year dollars ($2.6 billion YOE) in transportation investment, for implementation and potentially advancement as additional funds become available.

Reference map provided on the following page.

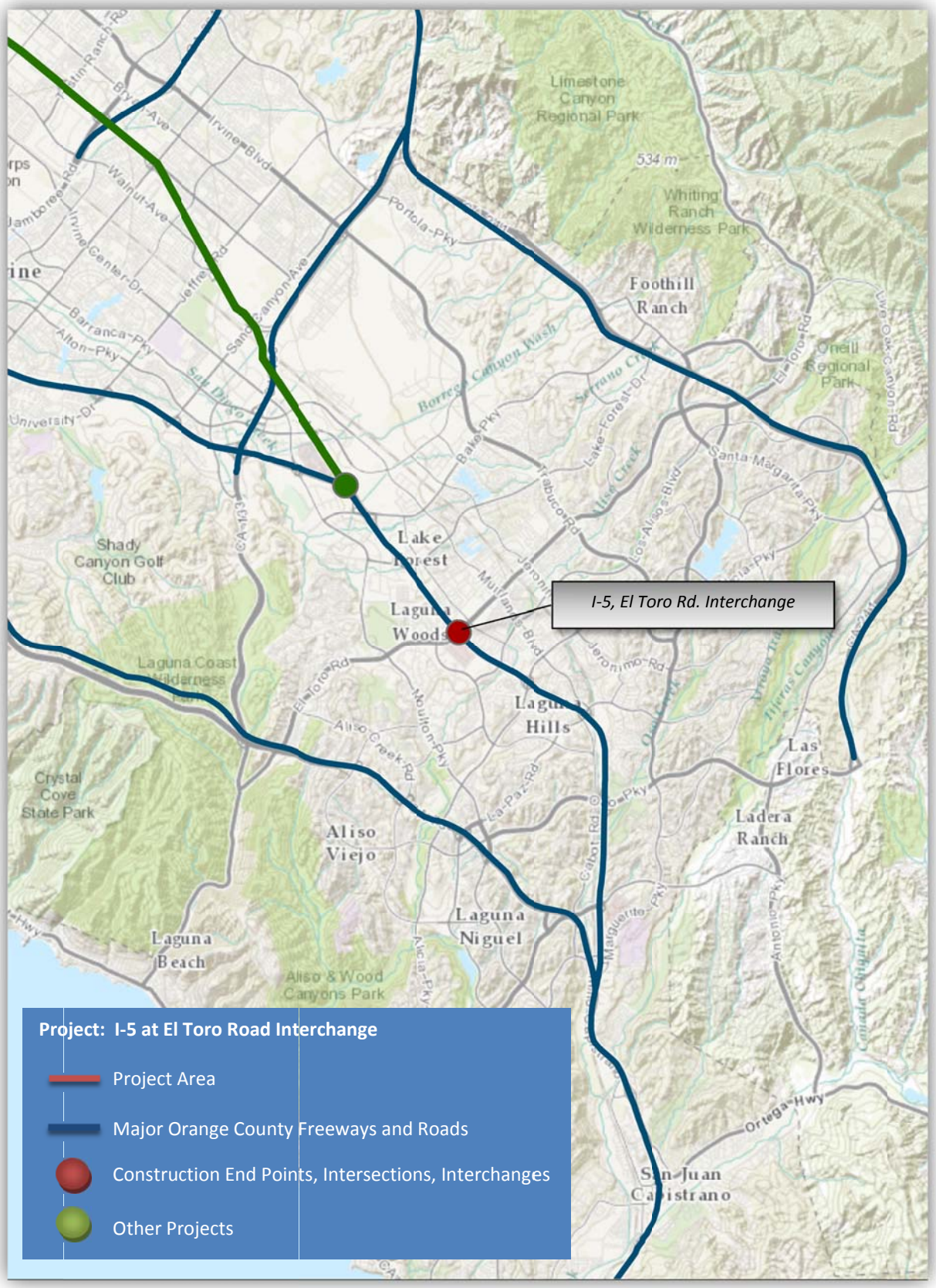

SR-57 NB Widening, Lambert Rd. to County Line
SR-91 Widening, SR-57 to SR-55
SR-91 Widening, SR-241 to I-15
I-605/Katella Ave. Interchange Improvements
SR-57 NB Widening, Orangewood to Katella Ave.
SR-55 Widening, I-5 to SR-22
I-5 Widening, SR-55 to I-405
I-405 Widening, SR-55 to I-5
I-5 at El Toro Rd. Interchange Improvements
La Habra Heights
La Habra
Norwalk
Fullerton
Placentia
Anaheim
Stanton
Garden Grove
Santa Ana
Huntington Beach
Irvine
Newport Beach
Lake Forest
Dana Point
Surfside
Sunset Beach
Fountain Valley
Corona Del Mar
Chino Hills State Park
Naval Weapons Station Seal Beach
Marine Corps Air Station Tustin
Crystal Cove State Park
Aliso & Wood Canyons Park
Joint Forces Training Center
OCTA Environmental Projects
Project Area
Construction End Points, Intersections, Interchanges

i. Interstate 5 (I-5) Projects

1. I-5 at El Toro Road Interchange Improvements

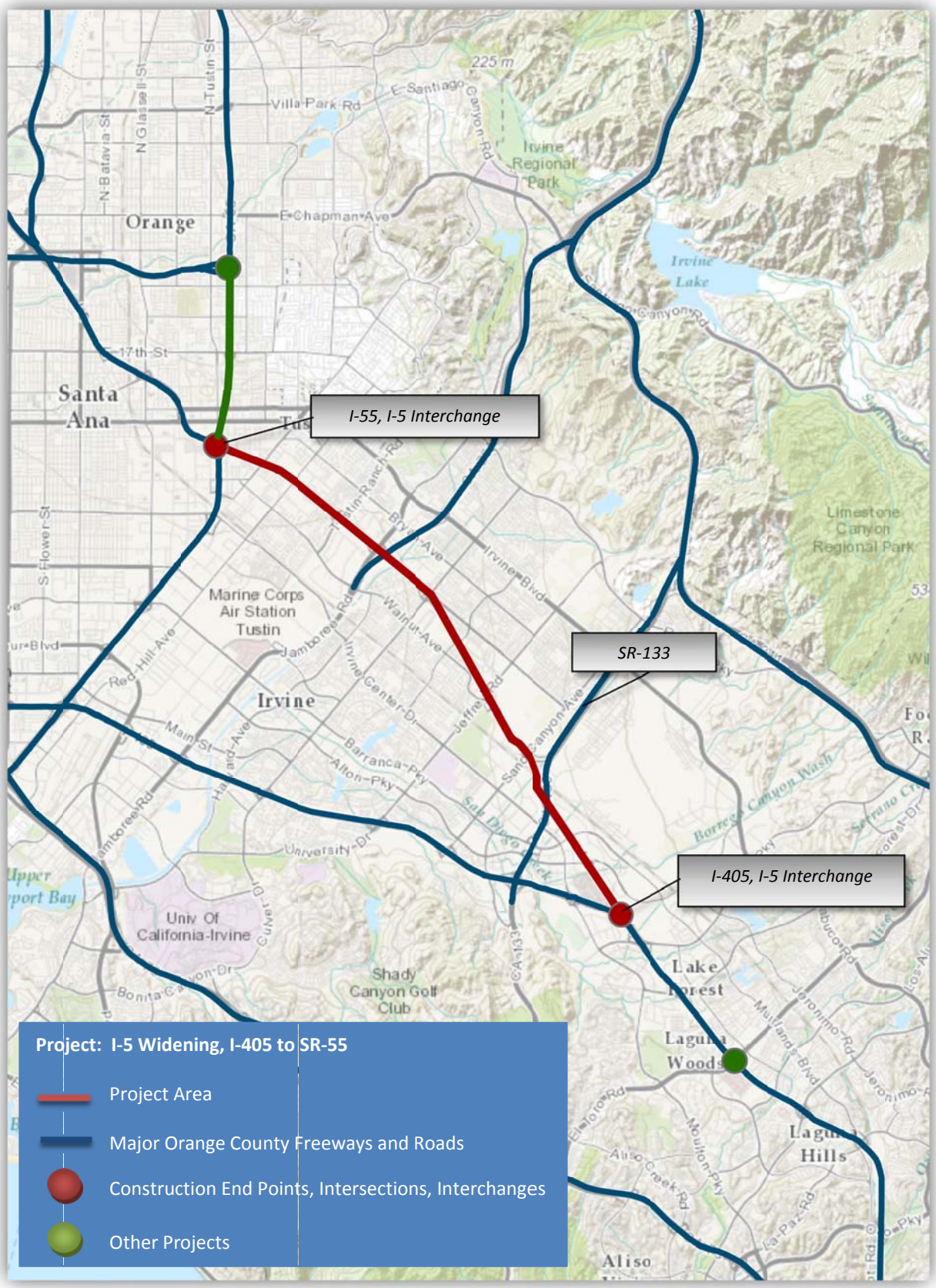
I-5 at El Toro Road Interchange[14]	
Description	Improvements at the El Toro Road Interchange include widening the local roads, modifying entrance and exit ramps, and modifying or replacing existing bridge structures.
Project	Measure M, Project D
Benefit	Reduce chokepoints and accommodate forecast traffic demands. Modify entrance and exit ramps to alleviate congestion at adjacent intersections.
Cost	$134.4 million
Funding Source	Eligible for future state and federal funding
Environmental Phase	Calendar year Q4, 2014 to Q3, 2017
Engineering Phase	TBD
Construction Phase	TBD
Reference	2012 M2020 Plan, pg. 25-26

[14] 2012 M2020 Plan, pg. 25-26


Limestone Canyon Regional Park
534 m
Whiting Ranch Wilderness Park
Foothill Ranch
Oneill Regional Park
Irvine Blvd
Portola Pky
Walnut Ave
Irvine Center Dr
Jeffrey Rd
Sand Canyon Ave
Barranca Pky
Alton Pky
University Dr
Borrego Canyon Wash
Bake Pky
Lake Forest Dr
Trabuco Rd
Ulise Creek
Los Alisos Blvd
Santa Margarita Pky
El Toro Rd
Shady Canyon Golf Club
Lake Forest
Laguna Woods
I-5, El Toro Rd. Interchange
Jeronimo Rd
Moulton Pky
Laguna Coast Wilderness Park
Laguna Hills
Aliso Creek Rd
La Paz Rd
Las Flores
Ladera Ranch
Crystal Cove State Park
Aliso Viejo
Laguna Niguel
Laguna Beach
Aliso & Wood Canyons Park
Marguerite Pky
Antonio Pky
Ortega Hwy
San Juan Capistrano
Project: I-5 at El Toro Road Interchange
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

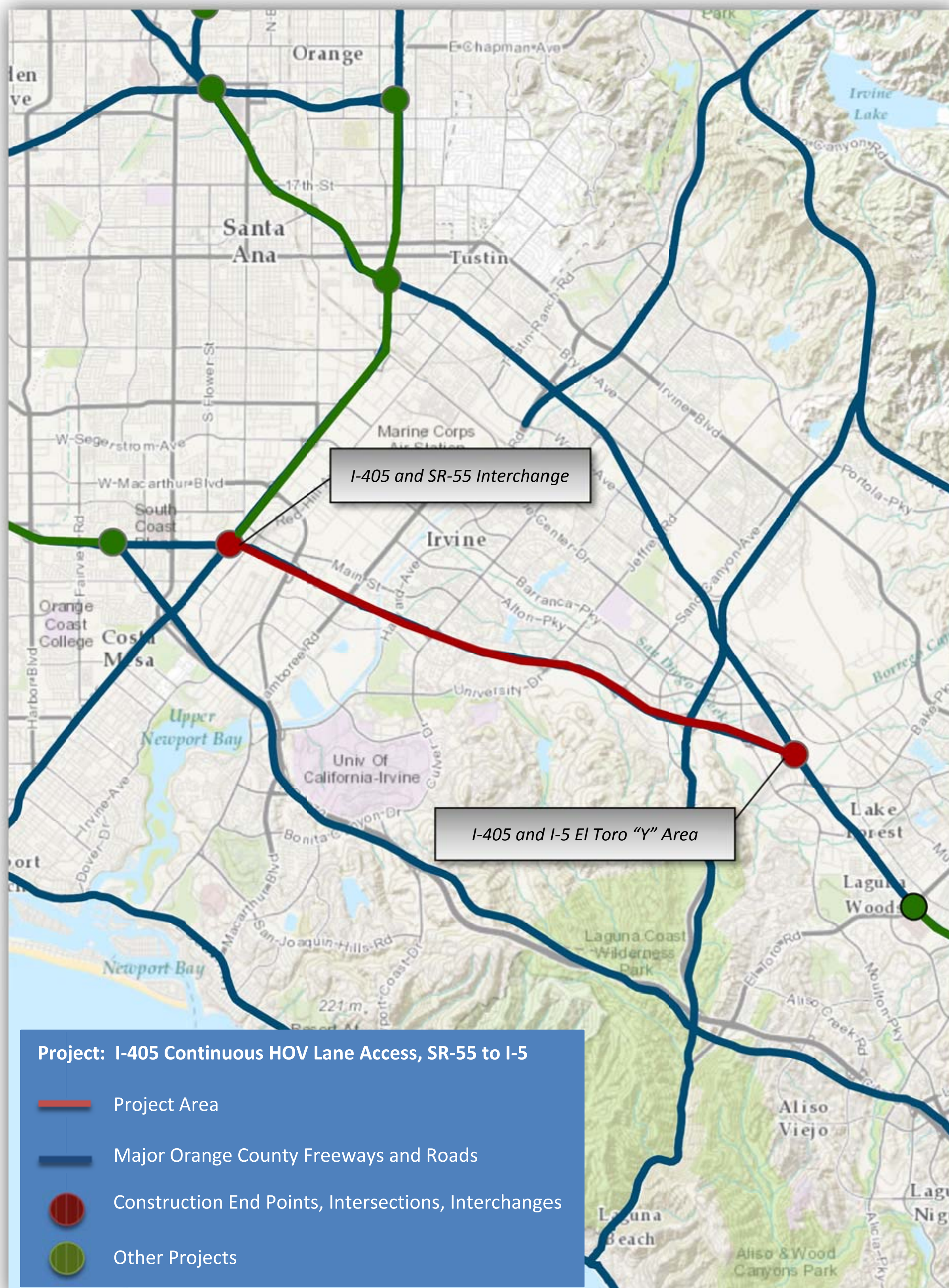
2. I-5 Widening, I-405 to SR-55

I-5, I-405 to SR-55	
Description	This project will add one general-purpose lane in both directions of the Santa Ana Freeway (I-5) from I-405 to SR-55. The PSR proposes two build alternatives. Alternative 2a will add a general-purpose lane in each direction, implement a continuous access HOV ingress/egress configuration, provide standard lane, and shoulder widths. Alternative 2b will add a general-purpose lane in each direction; implement a continuous access HOV ingress/egress configuration using nonstandard lane and shoulder widths to limit right-of-way impacts. Project length is nine miles. Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits.
Project	Measure M, Project B
Benefit	Alleviate congestion and reduce delay
Cost	$728.12 million
Funding Source	M2 Eligible for federal and State funding
Environmental Phase	Calendar year Q1, 2014 to Q4, 2016
Engineering Phase	TBD
Right-of-Way	TBD
Construction Phase	TBD
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


I-55, I-5 Interchange
SR-133
I-405, I-5 Interchange
Project: I-5 Widening, I-405 to SR-55
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Orange
Santa Ana
Irvine
Marine Corps Air Station Tustin
Univ Of California-Irvine
Shady Canyon Golf Club
Irvine Regional Park
Limestone Canyon Regional Park
Lake Forest
Laguna Hills
Aliso

ii. Interstate 405 (I-405) Continuous HOV Lane Access, SR-55 to I-5

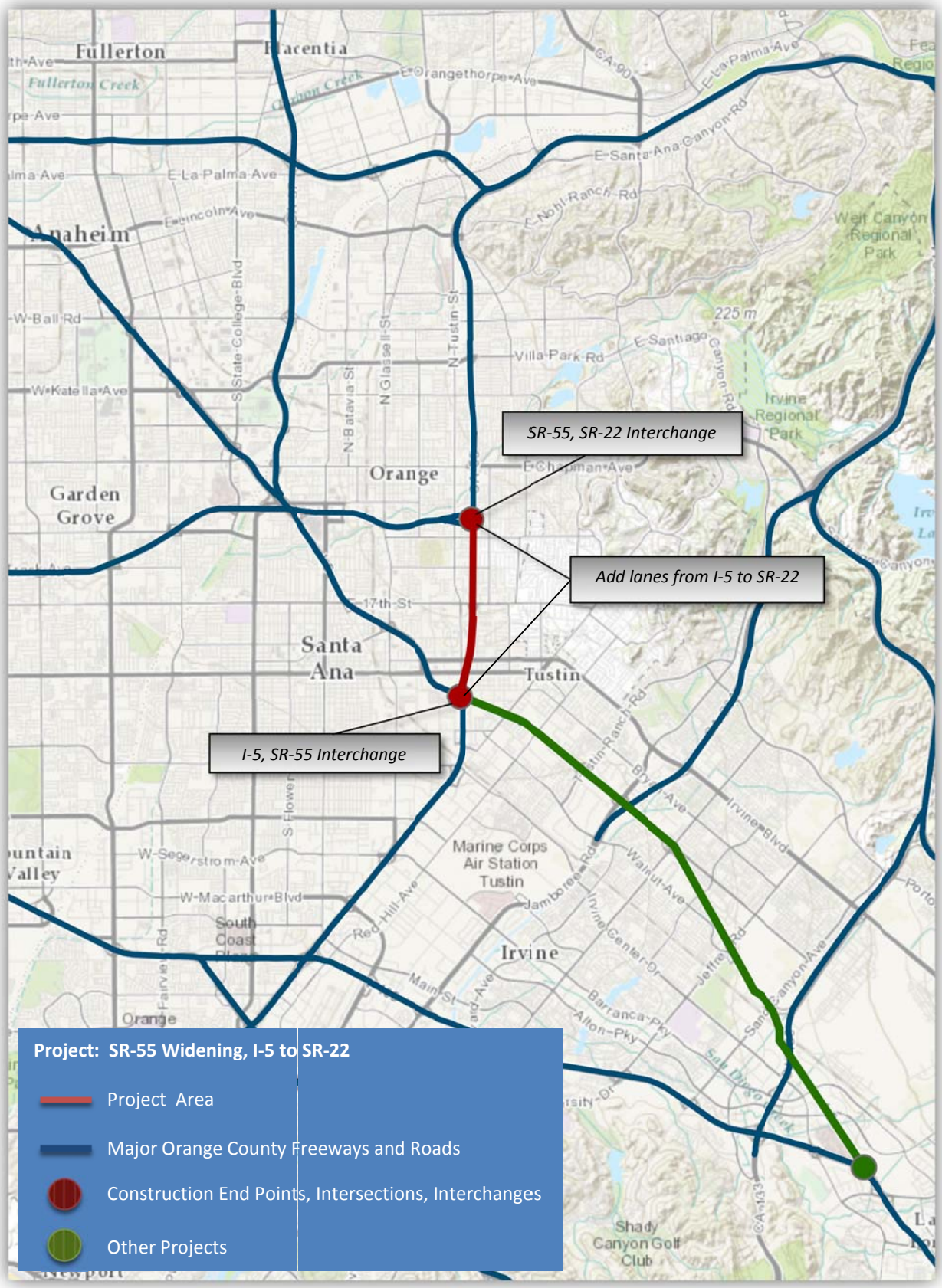
I-405 (SR-55 to I-5) Summary	
Description	The project proposes to convert the existing HOV facility from a buffer separated and limited access operation to full-time continuous access HOV facility on Interstate 405 between Interstate 5 and State Route 73. The project limits are approximately 10 miles. The proposed modifications will allow motorists to access or leave the HOV facility at any convenient point along the entire route within the project limits. There is no capacity increase or right of way acquisition requirement.
Project	Not a Measure M project
Benefit	Alleviates congestion on the I-405 between the SR-55 and the El Toro "Y"
Cost	$994 K
Funding Source	Federal and state
Environmental Phase	Calendar year Q3, 2011 to Q1, 2014
Engineering Phase	N/A
Right-of-Way	N/A
Construction Phase	N/A
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


I-405 and SR-55 Interchange
I-405 and I-5 El Toro “Y” Area
Project: I-405 Continuous HOV Lane Access, SR-55 to I-5
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Orange
Santa Ana
Tustin
Irvine
Marine Corps
Irvine Lake
Orange Coast College
Upper Newport Bay
Univ Of California-Irvine
Newport Bay
Laguna Coast Wilderness Park
Aliso Viejo
Aliso & Wood Canyons Park
E Chapman Ave
17th St
W Segerstrom Ave
W Macarthur Blvd
Main St
Barranca Pky
Alton Pky
University Dr
Irvine Blvd
Portola Pky
San Joaquin Hills Rd
El Toro Rd
Aliso Creek Rd
Moulton Pky

iii. State Route 55 (SR-55) Widening, I-5 to SR-22

SR-55 Widening, I-5 to SR-22[15]	
Description	Add new lanes to the SR-55 between the SR-22 and the I-5. Operational improvements between SR-22 and SR-91.
Project	Measure M, Project F
Benefit	Increase freeway capacity, improved mobility and congestion reduction on the SR-55 from I-5 to the SR-22
Cost	$148.5 million
Funding Source	M2 The project is eligible for future state and federal funds
Environmental Phase	Environmental phase to be completed by 2020 Q1, 2015 to Q2, 2017
Design Phase	TBD
Construction Phase	TBD
Reference	2012 M2020 Plan, pg. 30-31

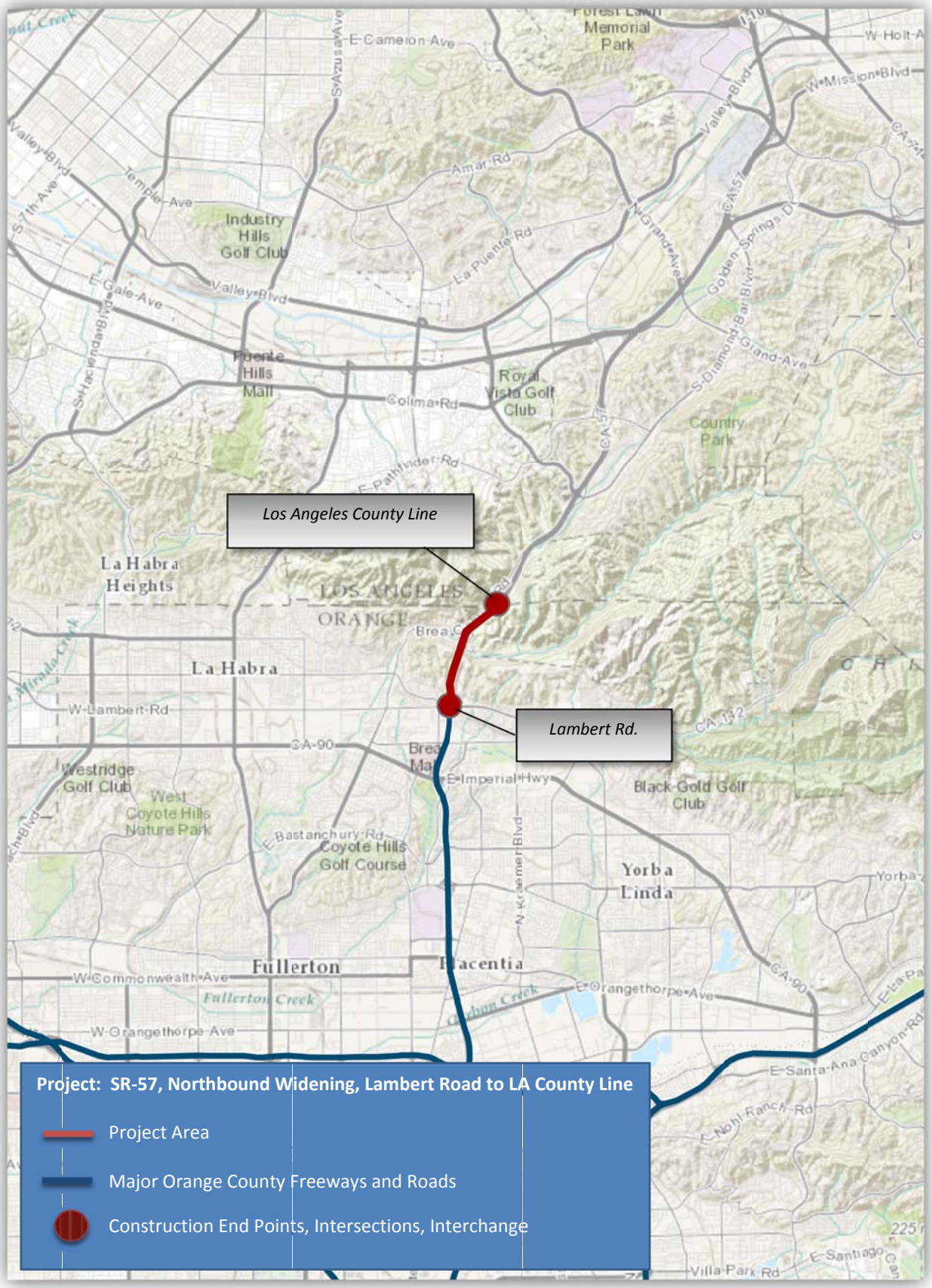
[15] OCTA M2020 Plan, pg. 30-31


SR-55, SR-22 Interchange
Add lanes from I-5 to SR-22
I-5, SR-55 Interchange
Project: SR-55 Widening, I-5 to SR-22
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Fullerton
Placentia
Anaheim
Orange
Garden Grove
Santa Ana
Tustin
Irvine
Marine Corps Air Station Tustin
Villa Park Rd
E Santiago Canyon Rd
Irvine Regional Park
West Canyon Regional Park
E Orangethorpe Ave
E La Palma Ave
E Santa Ana Canyon Rd
Shady Canyon Golf Club

iv. State Route 57 (SR-57) Projects

1. SR-57, Northbound Widening, Lambert Road to Los Angeles County Line

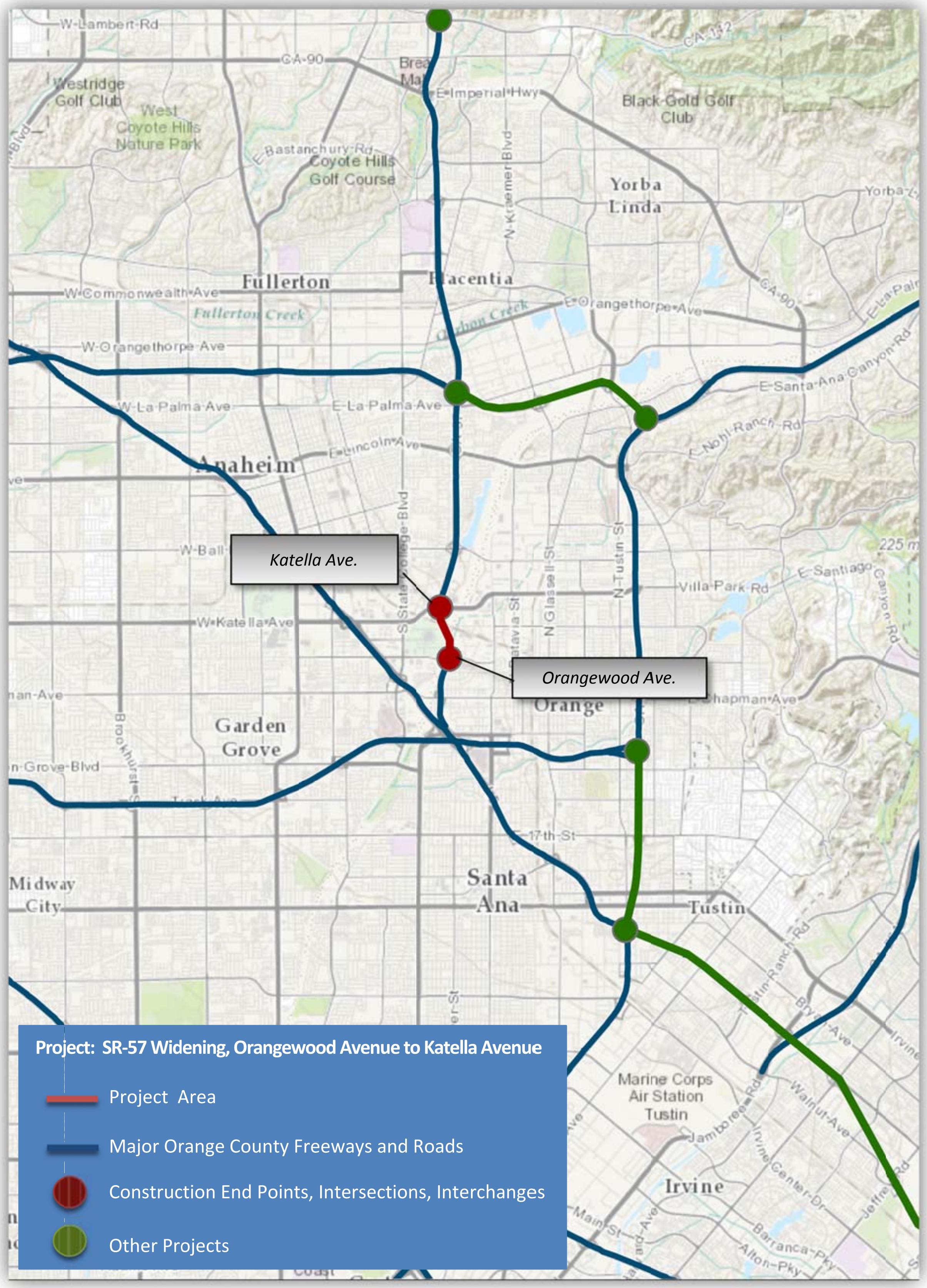
SR-57, Northbound Widening (Lambert Road to LA County Line)	
Description	Add northbound improvements from the City of Brea to the Los Angeles County line. Possible addition of a northbound truck climbing lane.
Project	Measure M, Project G
Benefit	Improved existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements. Improved traffic operations and safety.
Cost	$170.4 million
Funding Source	M2 Eligible for future state and federal funds.
Environmental Phase	Calendar year Q2, 2016 to Q2, 2019
Design Phase	TBD
Right-of-way	TBD
Construction Phase	TBD
Reference	2012 M2020 Plan, pg. 32-33


Los Angeles County Line
Lambert Rd.
Project: SR-57, Northbound Widening, Lambert Road to LA County Line
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchange

2. SR-57 Northbound Widening, Orangewood Avenue to Katella Avenue

SR-57 Northbound Widening, Orangewood Avenue to Katella Avenue[16]	
Description	Adds one general purpose lane in the northbound direction from Orangewood Avenue to Katella Avenue.
Project	Measure M, Project G
Benefit	For all of the SR-57 projects, they will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements.
Cost	$34.5 million
Funding Source	M2 Eligible for future state and federal funding
Environmental Phase	Calendar Q3, 2015 to Q2, 2017
Engineering Phase	TBD
Right-of-way	TBD
Construction Phase	TBD
Reference	2012 M2020 Plan, pg. 32-33

[16] 2012 M2020 Plan, pg. 32-33

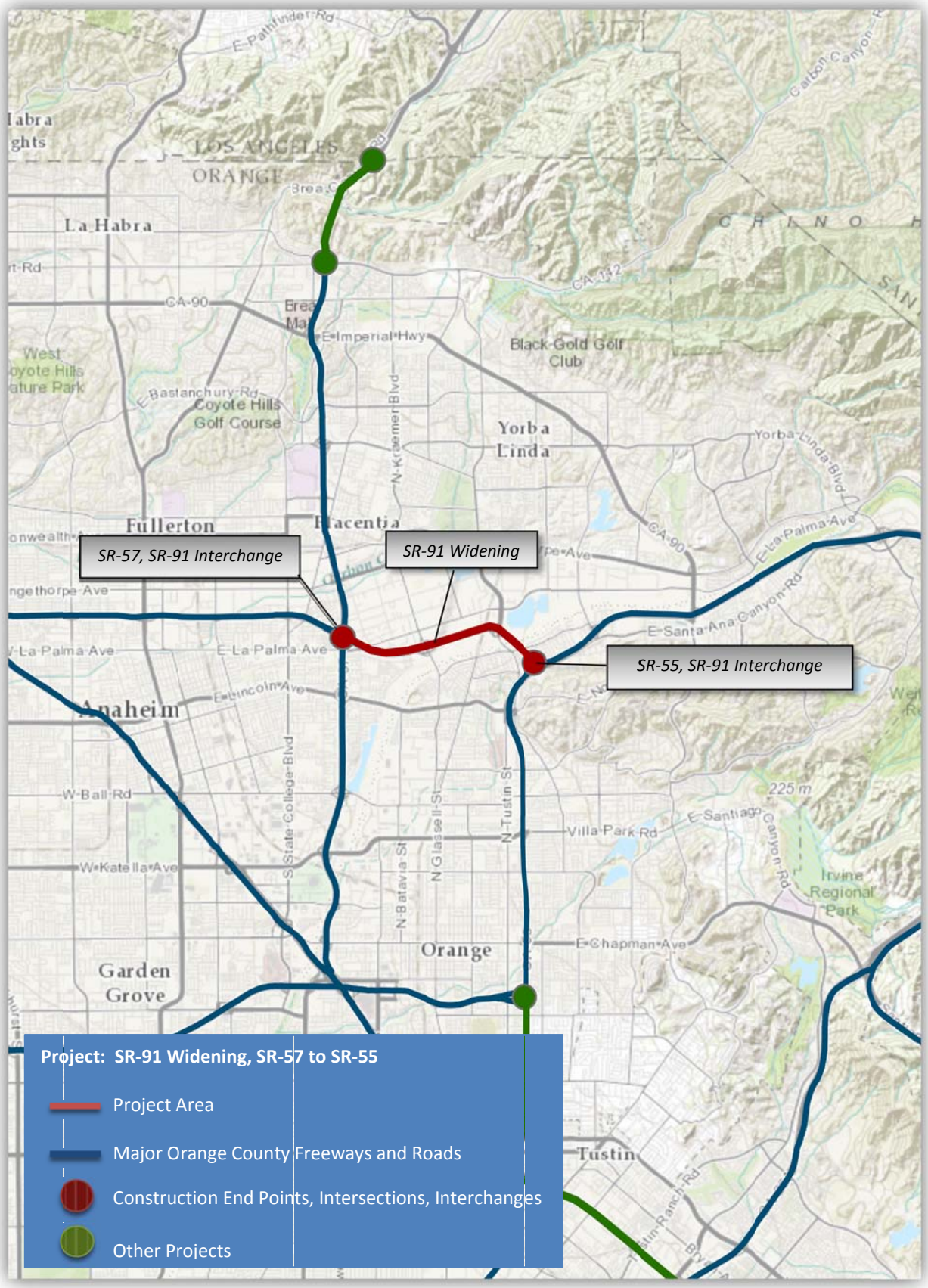

Katella Ave.
Orangewood Ave.
Project: SR-57 Widening, Orangewood Avenue to Katella Avenue
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects

v. State Route 91 (SR-91) Projects

1. SR-91 Widening, SR-57 to SR-55

SR-91 Widening SR-57 to SR-55[17]	
Description	Implementation of this project on the Riverside Freeway (SR-91) will add one general purpose lane eastbound from SR-57 to SR-55 and one general purpose lane westbound from Glassell Street to State College Boulevard. The overall project length is approximately 5 miles. Additional features of the project include improvements to the Glassell, Tustin and Lakeview interchanges and freeway to freeway connectors from the NB SR-57 to SR-91. Auxiliary lanes will be added in some segments and re-established in others within the project limits.
Project	Measure M, Project I
Benefit	Improve the connection from eastbound SR-91 to southbound SR-55
Cost	$550.7 million
Funding Source	Federal, state, and M2
Environmental Phase	Calendar year Q1, 2014 to Q4, 2016
Engineering Phase	TBD
Right-of-way	TBD
Construction Phase	TBD
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf

[17] 2012 M2020 Plan, pg. 36-37


SR-57, SR-91 Interchange
SR-91 Widening
SR-55, SR-91 Interchange
Project: SR-91 Widening, SR-57 to SR-55
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
La Habra
Fullerton
Anaheim
Orange
Garden Grove
Yorba Linda
Tustin
Black Gold Golf Club
Coyote Hills Golf Course
Irvine Regional Park
E Imperial Hwy
E La Palma Ave
E Santa Ana Canyon Rd
Villa Park Rd
E Chapman Ave
W Ball Rd
W Katella Ave
E Lincoln Ave
CA-90
CA-91
CA-57
CA-55

2. SR-91 Widening, SR-241 to I-15

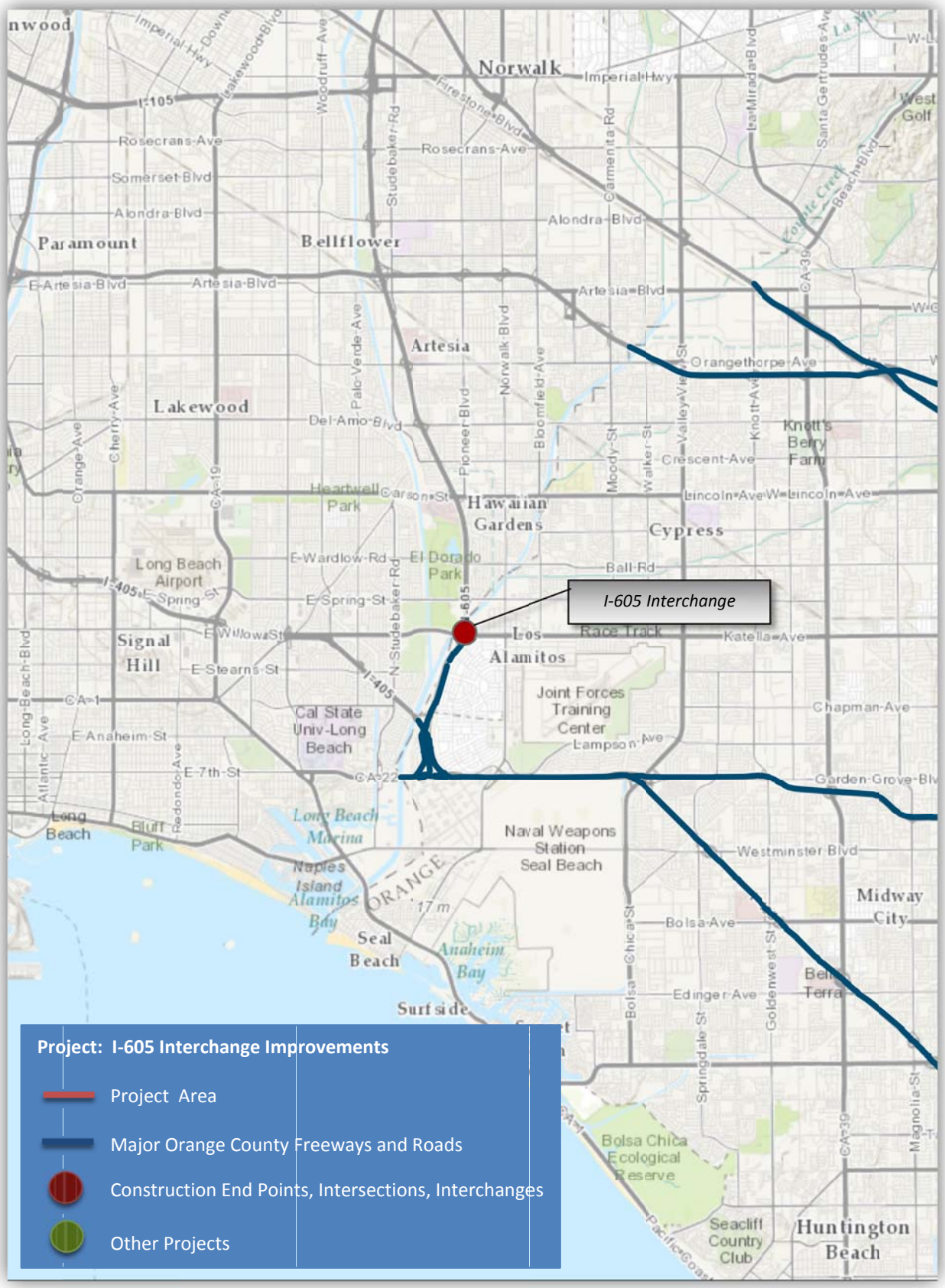
SR-91 Widening, SR-241 to I-15	
Description	Future project dependent on OCTA Board policy and contingent of future Riverside County planned lane policy.
Project	Measure M, Project J
Benefit	Relieve congestion and delay through Orange and Riverside Counties
Cost	$124 million
Funding Source	TBD
Environmental Phase	TBD
Design Phase	TBD
Construction Phase	TBD
Reference	2012 M2020 Plan, pg. 38-39.


Edison Ave
CA-142
Chino Airport
Hollow Run Park
El Prado Golf Course
Prado Regional Park
River Trails Park
Norco
Chino Hills State Park
Prado Basin Park
SR-91/I-15 Interchange
SR-91/SR-241 Interchange
Featherly Regional Park
Green River Golf Course
Weir Canyon Regional Park
928 m
1146 m
Project: SR-91 Widening, SR-241 to I-15
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges

vi. I-605 Katella Interchange Improvement

I-605 Interchange Improvements[18]	
Description	Improve freeway access and arterial connection to I-605 at Katella Avenue, which serves the communities of Los Alamitos and Cypress.
Project	Measure M, Project M
Benefit	The I-605/Katella Avenue interchange project will include both freeway and arterial improvements that will reduce congestion, traffic queuing, and delay within the interchange area.
Cost	$50 million
Funding Source	Eligible for future state and federal funding
Environmental Phase	Q1, 2016 to Q1, 2018
Engineering Phase	TBD
Right-of-way	TBD
Construction Phase	TBD
Reference	2012 M2020 Plan, pg. 44

[18] 2012 M2020 Plan, pg. 44


I-605 Interchange
Project: I-605 Interchange Improvements
Project Area
Major Orange County Freeways and Roads
Construction End Points, Intersections, Interchanges
Other Projects
Norwalk
Paramount
Bellflower
Artesia
Lakewood
Hawaiian Gardens
Cypress
Long Beach Airport
Signal Hill
Los Alamitos
Joint Forces Training Center
Cal State Univ-Long Beach
Long Beach
Naval Weapons Station Seal Beach
Seal Beach
Surfside
Midway City
Westminster Blvd
Garden Grove Blvd
Chapman Ave
Katella Ave
Lincoln Ave
Orangethorpe Ave
Crescent Ave
Knott's Berry Farm
Bolsa Ave
Edinger Ave
Bolsa Chica Ecological Reserve
Seacliff Country Club
Huntington Beach
Rosecrans Ave
Somerset Blvd
Alondra Blvd
Artesia Blvd
Del Amo Blvd
Carson St
E Wardlow Rd
E Spring St
E Willow St
E Stearns St
E Anaheim St
E 7th St
Ball Rd
Lampson Ave
Imperial Hwy
I-105
I-405
I-605
CA-1
CA-19
CA-22
CA-39

IV. Streets and Roads

Purpose: Local streets provide the capacity for the movement of people and goods which is essential to Orange County's commerce and vitality. Orange County "streets carry approximately half of Orange County's car and truck traffic and nearly all of Orange County's bicycle and pedestrian traffic."[19]

Goal: Invest nearly $1.2 billion of funding for street and road improvement projects to expand roadway capacity and protect pavement conditions. (Measure M Projects O and Q).

A. Regional Capacity Program (Measure M Project O) Overview

Purpose: The Regional Capacity Program, Project O provides for the following activities:

- Funded in combination with M2 and local matching funds.
- Funds roadway improvements as defined through the Master Plan of Arterial Highways (MPAH).
- Includes considerations for bicycle and pedestrian components as part of each project.
- Provides for intersection improvements and other projects to help improve street operations and reduce congestion.
- Provides funding for completion of seven grade separations that will eliminate car and train conflicts along the Burlington Northern Santa Fe Railway in northern Orange County.

1. OC Bridges, Seven Grade Separation Projects

Purpose: The OCTA Grade Separation Projects, also known as the OC Bridges projects provides funding for completion of seven grade separations that will eliminate car and train conflicts along the BNSF railway in northern Orange County. These bridges will eliminate the need for commuters and commercial vehicles to stop, and wait at railroad crossings. Approximately 70 BNSF trains use the Orangethorpe Corridor in the cities of Anaheim, Fullerton, and Placentia daily, causing delays and safety hazards, restricting emergency response, and business access. By 2030, an estimated 130 trains per day are anticipated."[20]

The following map provides the location of the seven grade separation projects. Details of each grade separation project are also provided in this section.

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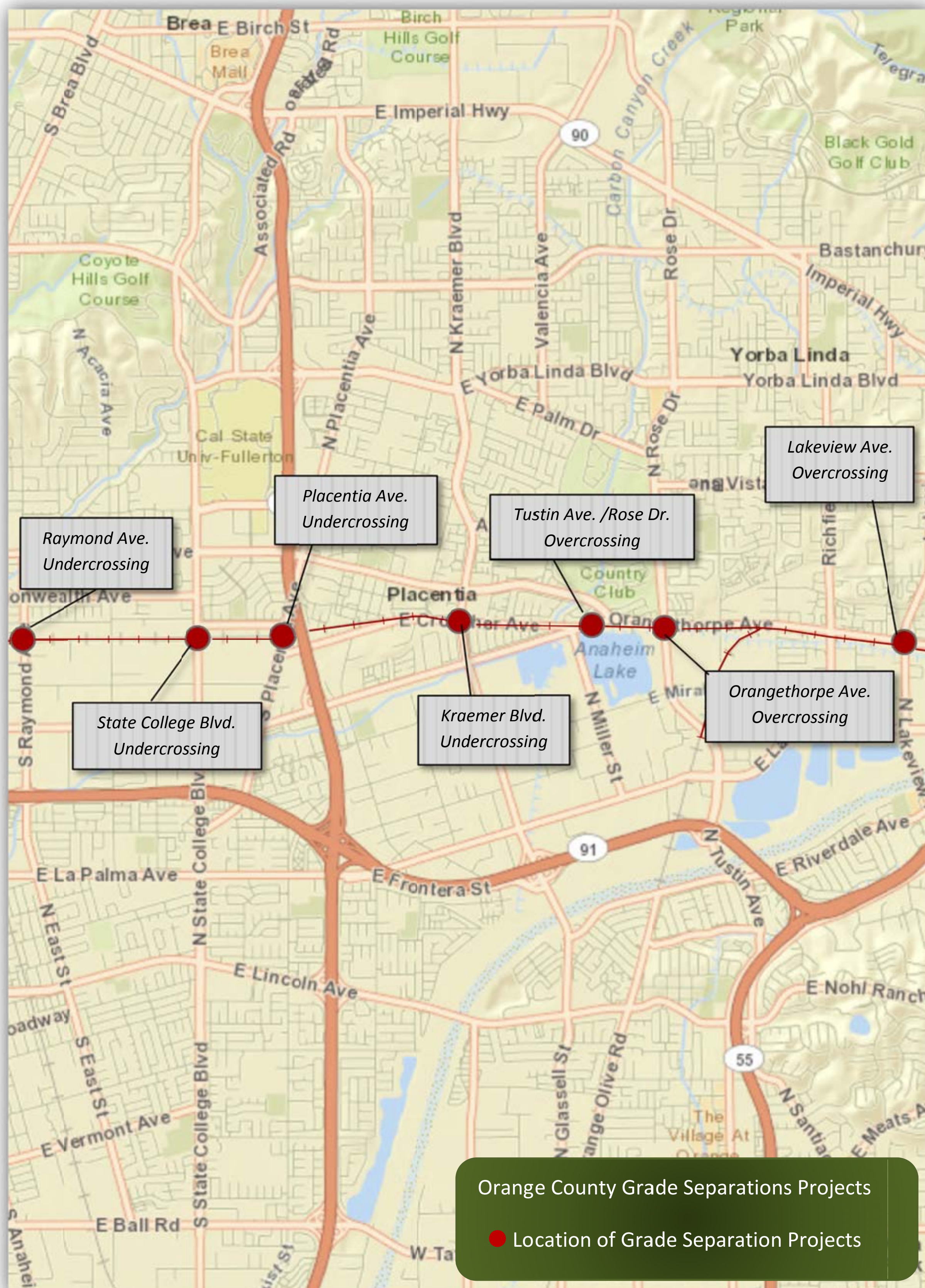
[19] 2012 M2020 Plan, pg. 52

[20] http://www.octa.net/Freeways-and-Streets/Streets/OC-Bridges/Project-Overview/


Raymond Ave. Undercrossing
State College Blvd. Undercrossing
Placentia Ave. Undercrossing
Kraemer Blvd. Undercrossing
Tustin Ave. /Rose Dr. Overcrossing
Orangethorpe Ave. Overcrossing
Lakeview Ave. Overcrossing
Orange County Grade Separations Projects
Location of Grade Separation Projects

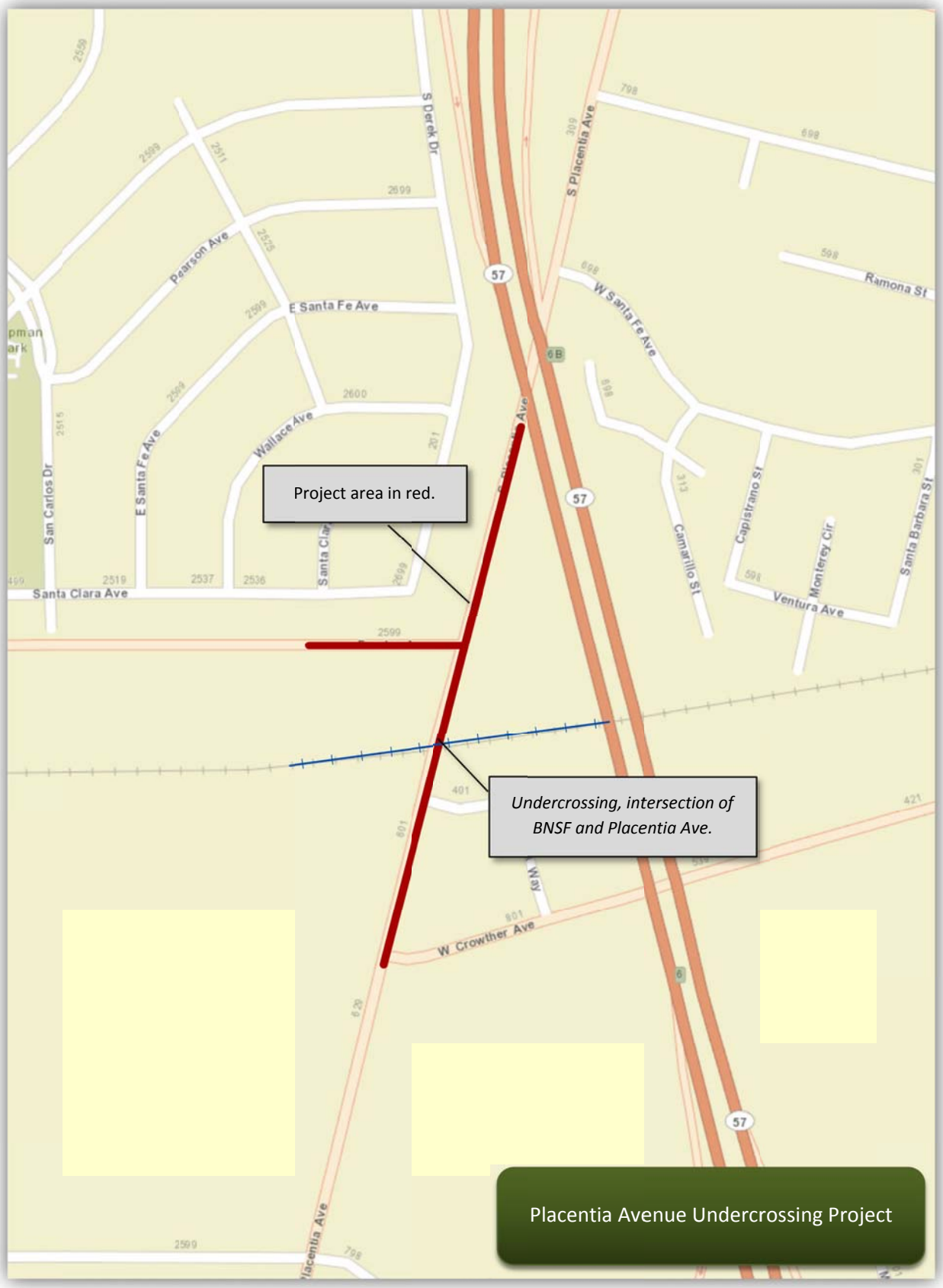
a) Raymond Avenue Undercrossing Project

Raymond Avenue Undercrossing Project	
Description	The Raymond Avenue undercrossing project includes construction of a vehicular underpass at BNSF tracks that cross at Raymond Avenue, between Walnut Avenue and Ash Avenue, to alleviate the current and potential traffic impacts and to enhance safety at existing at-grade rail crossings. The current plan includes lowering Raymond Avenue under the BNSF tracks and Valencia Drive. Two separate bridges will be constructed, one for the railroad and one for the road traffic. Connector roads on the west side of Raymond Avenue will provide a connection for Valencia Drive south of the crossing and Truslow Avenue north of the crossing. Raymond Avenue will be shifted 10 feet to the west to minimize impact to businesses on the east side of Raymond Avenue.
Project	Measure M, Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $115.0
Funding Source	M2 and state
Environmental Phase	Completed: Calendar year Q4, 2009
Engineering Phase	Completed: Calendar year Q4, 2012
Right-of-way	Completed: Calendar year Q3, 2013
Construction	Calendar year Q1, 2014 to Q3, 2018
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Byerrum Park
E Chapman Ave
Central Ave
E Whiting Ave
N Princeton Ave
N Yale Ave
N Lincoln Ave
N Raymond Ave
N Montague Ave
N Janet Pl
N Annin Ave
N Harrington Dr
Revere Dr
E Commonwealth Ave
S Yale Ave
Sudene Ave
S Montague Ave
S Hart Pl
S Annin Ave
E Walnut Ave
E Walnut Ave
Project area in red.
Undercrossing, intersection of BNSF and Raymond Ave.
Magnolia Via
Palm Via
Ash Via
E Ash Ave
E Elm Ave
Cherry Via
Lemon Via
Fir Via
Orange Via
Maple Via
Elm Via
Spruce Via
Cypress Via
N Orangethorpe Park
E Raymond Way
Raymond Avenue Undercrossing Project

b) Placentia Undercrossing Project

Placentia Avenue Undercrossing Project	
Description	The Placentia Avenue undercrossing will be constructed approximately between 85 feet south of Crowther Avenue and 670 feet north of Fender Avenue, in the cities of Placentia and Fullerton. A railroad bridge to accommodate two existing BNSF tracks and a future third track will be built, while Placentia Avenue will be depressed. Construction of bypass tracks or shoofly and a temporary four lane roadway to reroute traffic, are necessary to proceed with this project. Improvements to adjoining streets and commercial driveways will also be part of this project. Placentia Avenue is planned to remain open during construction and two lanes of traffic would be in operation in both directions during construction. Traffic will be diverted onto the temporary roadway to the east of the current route.
Project	Measure M, Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $69.4 million
Funding Source	State and M2
Environmental Phase	Completed: Calendar year Q2, 2001
Engineering Phase	Completed: Calendar year Q2, 2010
Right-of-way	Completed: Calendar year Q1, 2011
Construction	Calendar year Q4, 2011 to Q3, 2014
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Project area in red.
Undercrossing, intersection of BNSF and Placentia Ave.
Placentia Avenue Undercrossing Project
S Derek Dr
S Placentia Ave
Pearson Ave
E Santa Fe Ave
W Santa Fe Ave
Wallace Ave
San Carlos Dr
Santa Clara Ave
Ramona St
Capistrano St
Monterey Cir
Santa Barbara St
Camarillo St
Ventura Ave
W Crowther Ave
57
6B
6

c) Kramer Boulevard Undercrossing Project

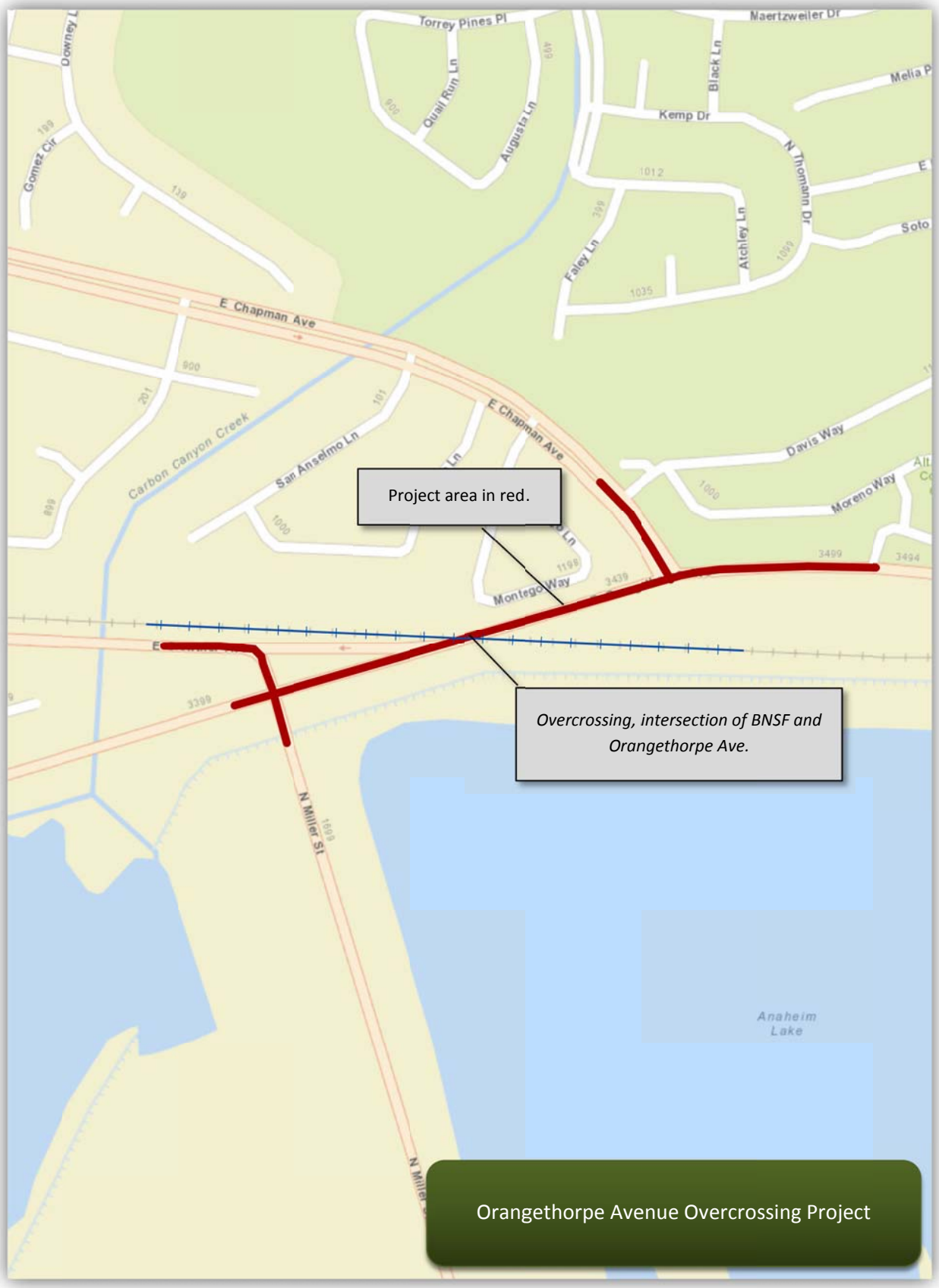
Kraemer Boulevard Undercrossing Project	
Description	The Kraemer Boulevard undercrossing will be constructed approximately between 840 feet south of Crowther Avenue and 750 feet north of Crowther Avenue, in the cities of Placentia and Anaheim. This project includes the lowering of Kraemer Boulevard 24 feet below the BNSF mainline with a railroad bridge to accommodate the two existing mainline tracks and a future third track. In addition, a second structure is required for Crowther Avenue over the depressed Kraemer Boulevard. A shoofly will be constructed to divert rail traffic and allow bridge construction to go on uninterrupted. Kraemer Boulevard will be completely closed to traffic and constructed concurrently with the Placentia Avenue grade separation project. Improvements to adjoining streets will be necessary to complete this project.
Project	Measure M Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $66.6 million
Funding Source	Federal, state and M2
Environmental	Completed: Calendar year Q3, 2009
Engineering Phase	Completed: Calendar year Q3, 2010
Right-of-way	Completed: Calendar year Q1, 2011
Construction	Calendar year Q4, 2011 to Q3, 2014
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Project area in red.
Undercrossing, intersection of BNSF and Kraemer Blvd.
Kraemer Avenue Undercrossing Project
Placentia
E Chapman Ave
N Kraemer Blvd
Connecticut Way
Marion Pl
Dartmouth Dr
Franklin Dr
Liberty Ln
E Concord Way
St Michel Ct
Marseille Dr
Harvard Ct
Mission Way
Maui Dr
Oahu Way
Hawaii Way
S Angelina Dr
Kauai Ln
Lanai Ln
Molokai Dr
Los Padres Ln
Pala Cir
El Camino
E Cardinal St
E Lancaster Ave
N Oxford St
N Sheffield St
N Rutherford St
Landlair St
Kensington Ave
N Community Dr
N Partridge St
N Meadowlark Ln
N Pheasant St
E Orangethorpe Ave

d) Orangethorpe Avenue Overcrossing Project

Orangethorpe Avenue Overcrossing Project[21]	
Description	The Orangethorpe Avenue overcrossing will be constructed approximately between 600 feet west of Carbon Creek and 400 feet east of Traub Lane, in the cities of Placentia and Anaheim. The overcrossing project will include a construction of a roadway overpass with the BNSF mainline tracks to remain at grade. Two additional structures are required for Chapman Avenue and Miller Street to connect to the elevated Orangethorpe Avenue. Under the proposed alignment, the existing intersection of Orangethorpe Avenue and Chapman Avenue would be eliminated and replaced with abridge separating the two streets. Chapman Avenue would cross under Orangethorpe Avenue and reconnect to Orangethorpe Avenue at Traub Lane. Orangethorpe Avenue will remain open during construction by maintaining one lane of traffic in each direction.
Project	Measure M, Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $110.5 million
Funding Source	Federal, state and M2
Environmental Phase	Completed: Calendar year Q3, 2009
Engineering Phase	Completed: Calendar year Q4, 2011
Right-of-way	Completed: Calendar year Q2, 2012
Construction	Calendar year Q2, 2013 to Q3, 2016
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf

[21] http://www.octa.net/uploadedFiles/OC_Bridges/Orangethorpe/OrangethorpeFlyer.pdf


Project area in red.
Overcrossing, intersection of BNSF and Orangethorpe Ave.
Orangethorpe Avenue Overcrossing Project
E Chapman Ave
Carbon Canyon Creek
San Anselmo Ln
Montego Way
N Miller St
Anaheim Lake
Torrey Pines Pl
Quail Run Ln
Augusta Ln
Maertzweiler Dr
Black Ln
Kemp Dr
N Thomann Dr
Atchley Ln
Faley Ln
Davis Way
Moreno Way
Soto
Gomez Cir

e) Tustin Avenue/Rose Drive Overcrossing Project

Tustin Avenue/Rose Drive Overcrossing Project	
Description	The Tustin Avenue/Rose Drive overcrossing will be constructed approximately between 1,500 feet south of Atwood Channel and 1200 feet north of Orangethorpe Avenue, in the cities of Placentia and Anaheim. The project will include construction of a roadway over the BNSF railroad tracks. Additional structures are required for connection from Orangethrope Avenue to Tustin Avenue. Improvements to adjoining streets will also be necessary to complete this project. A bypass road will be constructed to allow traffic through Tustin Avenue / Rose Drive during construction. Tustin Avenue / Rose Drive grade separation will be constructed concurrently with the Orangethrope Avenue project.
Project	Measure M, Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $98.8 million
Funding Source	Federal, state and M2
Environmental Phase	Completed: Calendar year Q3, 2009
Engineering Phase	Completed: Calendar year Q3, 2011
Right-of-way	Completed: Calendar year Q2, 2012
Construction Phase	Calendar year Q2, 2013 to Q2, 2016
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Project area in red.
Overcrossing, intersection of BNSF and Tustin Ave. /Rose Dr.
Tustin Avenue/Rose Drive Overcrossing Project
Mella Pl
N Little Dr
E Little Dr
N Thomann Dr
Soto Pl
Castner Dr
Loyd Way
Belfi Ln
Campanis Ln
S Rose Dr
Pear St
Elm St
Fern St
Maple St
Oak Dr
Lime St
Elm St
Del Cerro Blvd
Birch St
Ash St
Cherry St
Davis Way
Moreno Way
Alta Vista Country Club
Curie Ln
Salk Way
Pasteur Pl

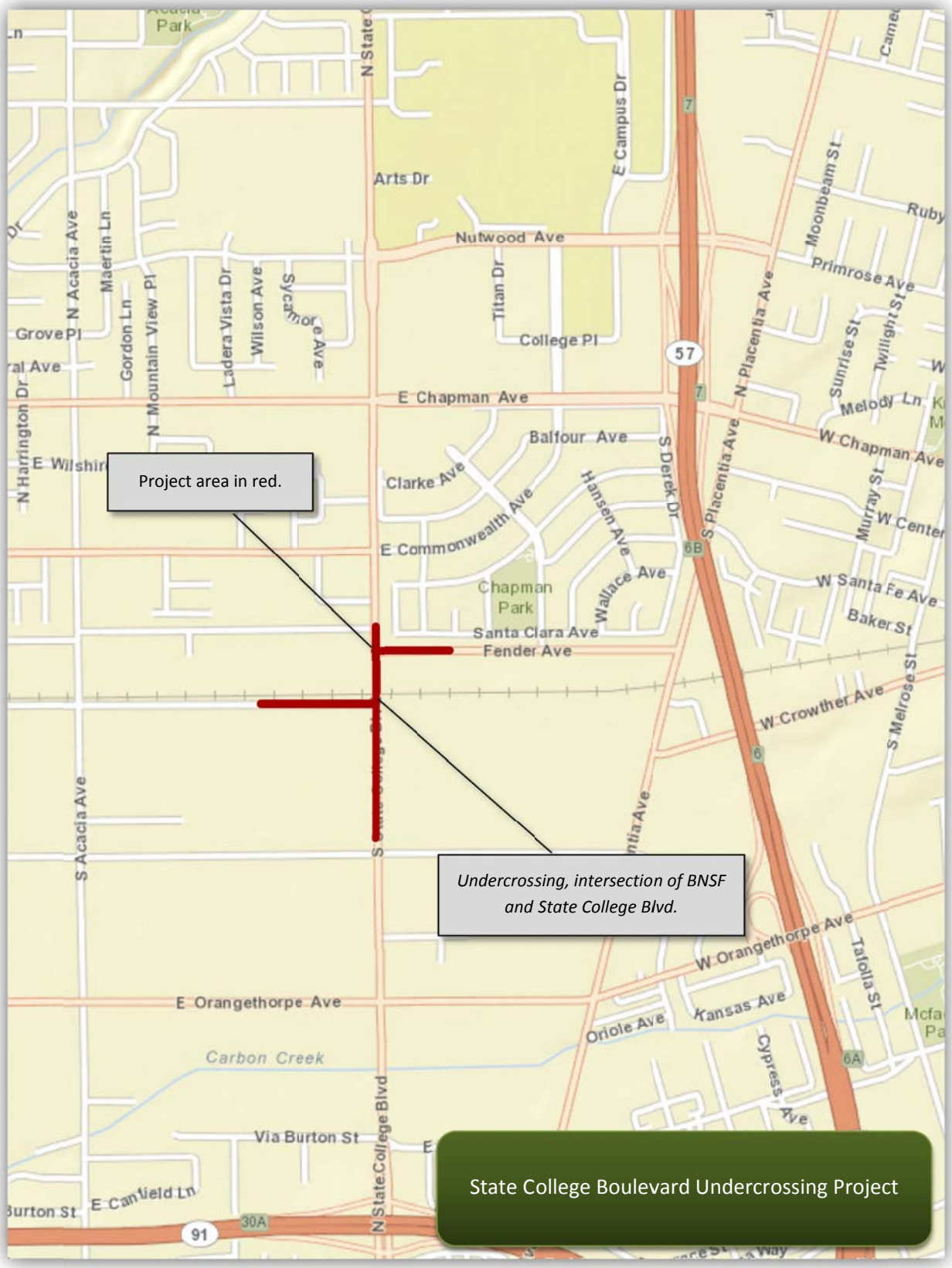
f) Lakeview Avenue Overcrossing Project

Lakeview Avenue Overcrossing Project	
Description	The Lakeview Avenue overcrossing will be constructed between 240 feet south of Eisenhower Circle and at the north end of Orchard Drive, in the cities of Placentia and Anaheim. This project will include construction of a vehicular overpass on the BNSF mainline tracks. Also included is a connector road from Orangethorpe Avenue to the new Lakeview Avenue overpass. The connector will allow traffic to flow from Orangethorpe Avenue to Lakeview Avenue as it was prior to the improvements. Because of Lakeview Avenue's proximity to the Atwood Channel, a bridge over the channel and flood control improvements along the channel are essential. Also included in the project is the addition of a connector road between Lakeview Avenue and Eisenhower Circle to provide access to the industrial complex. Lakeview Avenue will be completely closed to traffic during construction and will be constructed simultaneously with Raymond Avenue and State College Boulevard.
Project	Measure M Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $101.6 million
Funding Source	Federal, state and M2
Environmental Phase	Completed: Calendar year Q3, 2009
Engineering Phase	Completed: Calendar year Q1, 2013
Right-of-way	Completed: Calendar year Q2, 2013
Construction Phase	Calendar year Q1, 2014 to Q1, 2017
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf


Project area in red.
Overcrossing, intersection of BNSF and Lakeview Ave.
Lakeview Avenue Overcrossing Project
Orchard Dr
Los Alamitos Dr
E Ford Ln
Lakeview Ave
Baymeadows Dr
Saratoga Ave
Tanforan Ave
S Highland Ave
Horseshoe Dr
Aqueduct Dr
Josie Cir
N Sabel Ct
N Azure St
E Meadowhill Ave
N Bubach St
N Oakwood Ave
Nancila Cir
Orangeview Ave
Estelle Ln
Petra Ln
E Eisenhower Cir
E Wesley Dr
S Via Rodeo

g) State College Boulevard Undercrossing Project

State College Boulevard Undercrossing Project	
Description	The State College Boulevard corridor is a route that carries heavy commuter traffic due to commercial and industrial zoning. The route also serves as one of the primary accesses to California State Fullerton and the primary alternate route when SR-57 is congested. The State College Boulevard separation project aims to construct a vehicular undercrossing at State College Boulevard and BNSF railroad crossing. The project limit extends from Santa Fe Avenue at the northerly terminus, and approximately 700 feet south of East Valencia Drive at the southerly terminus. State College Boulevard will be depressed under the BNSF railroad; therefore, Walnut Avenue, Valencia Drive, and Fender Avenue would need to be lowered to meet the depressed State College Boulevard.
Project	Measure M, Project O
Benefit	• Greater driver/pedestrian safety • Shorter emergency response times • Elimination of delays • Easier business access
Cost	Total $84.7 million
Funding Source	Federal, state and M2
Environmental Phase	Completed: Calendar year Q2, 2011
Engineering Phase	Completed Q1, 2013
Right of Way	Completed: Calendar year Q2, 2013
Construction Phase	Calendar year Q1, 2014 – Q2, 2018
Reference	https://octatoday.octa.net/capitalprograms/projcontrols/Documents/2013-11%20Status%20Report.pdf

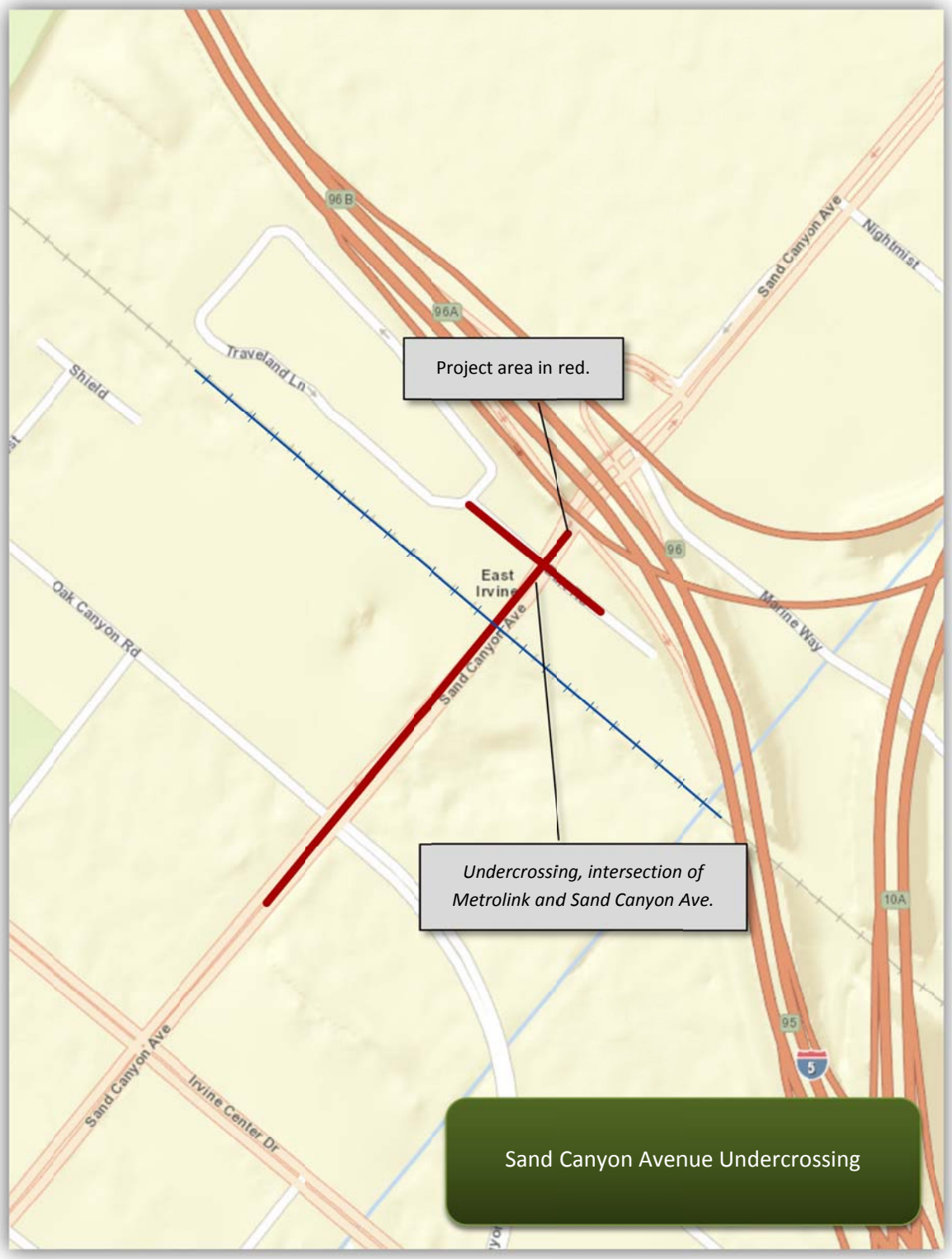

Project area in red.
Undercrossing, intersection of BNSF and State College Blvd.
State College Boulevard Undercrossing Project
Arts Dr
Nutwood Ave
College Pl
E Chapman Ave
Balfour Ave
Clarke Ave
E Commonwealth Ave
Chapman Park
Santa Clara Ave
Fender Ave
W Crowther Ave
W Orangethorpe Ave
E Orangethorpe Ave
Carbon Creek
Via Burton St
E Canfield Ln
N State College Blvd
S Acacia Ave
N Acacia Ave
Maertin Ln
Gordon Ln
N Mountain View Pl
Ladera Vista Dr
Wilson Ave
Grove Pl
N Harrington Dr
E Wilshire
E Campus Dr
Titan Dr
Hansen Ave
Wallace Ave
S Derek Dr
S Placentia Ave
N Placentia Ave
Moonbeam St
Primrose Ave
Sunrise St
Twilight St
Melody Ln
W Chapman Ave
Murray St
W Center
W Santa Fe Ave
Baker St
S Melrose St
Tafolla St
Kansas Ave
Oriole Ave
Cypress Ave
57
91
30A
6
6A
6B
7

2. Los Angeles - San Diego -San Luis Obispo (LOSSAN) Grade Separation Project

Purpose: The City of Irvine and OCTA are working together to improve traffic congestion and safety along Sand Canyon Avenue. The agencies have teamed up to build an undercrossing at the intersection of Sand Canyon Avenue and the Metrolink railroad tracks in Irvine. The project will lower Sand Canyon beneath the existing Metrolink tracks used for Metrolink and Amtrak passenger rail service and BNSF freight service.

a) Sand Canyon Avenue Undercrossing

Sand Canyon Avenue Undercrossing	
Description	The Sand Canyon Ave. grade separation project is located along the Los Angeles - San Diego -San Luis Obispo (LOSSAN) rail corridor. The proposed project consists of lowering Sand Canyon Avenue under the Southern California Regional Rail Authority (SCRRA) to provide a grade separated crossing. The Sand Canyon Ave. undercrossing will be constructed approximately between Interstate 5 and Oak Canyon/Laguna Canyon Rd., in the City of Irvine. A railroad bridge to accommodate two existing railroad tracks and a future third track will be built, while Sand Canyon Ave. will be depressed and reconstructed to accommodate six lanes of traffic. Construction of bypass tracks or shoofly and a temporary four-lane roadway to reroute traffic, are necessary to construct this project. Sand Canyon Ave. is planned to remain open during construction and traffic will be diverted onto a temporary roadway. A pump station will be located on the southeastern side of Sand Canyon Ave. to drain water accumulating during heavy rains.
Benefit	• Eliminate delays caused by waiting for trains to pass • Provide easier access to local businesses • Boost economic vitality by improved access • Enhance driver/pedestrian/cyclist safety by removing conflicts with trains • Shorten times for police, fire and ambulance to respond to emergencies • Improve air/noise conditions by reducing pollution from idling motorist and noise from train horns • Provide an overall better quality of life for the area
Cost	Total $62.4 million
Funding Source	State, local, and M2
Environmental Phase	Completed
Engineering Phase	Completed Q3, 2010
Right of Way	Completed: Calendar year Q2, 2010
Construction Phase	Calendar year Q2, 2011 – Q3, 2014
Reference	


96 B
96A
Traveland Ln
Shield
Sand Canyon Ave
Nightmist
Project area in red.
96
East
Irvine
Oak Canyon Rd
Sand Canyon Ave
Marine Way
Undercrossing, intersection of
Metrolink and Sand Canyon Ave.
10A
95
5
Sand Canyon Ave
Irvine Center Dr
Sand Canyon Avenue Undercrossing

3. Traffic Signal Synchronization Projects (Project P)

Purpose: Synchronize 2,000 traffic signals across the County to ease traffic flow (Project P). Measure 2, Project P, Regional Traffic Signal Synchronization Program (RTSSP) provides funds to local agencies to implement new signal timing on a 750 mile regional network that covers most of Orange County.

Local Agency	Project Description	Total Request
Anaheim	State College Boulevard	$1,041,579
Anaheim	Harbor Boulevard	$ 731,867
Costa Mesa	Newport Boulevard	$1,304,596
Huntington Beach	Adams Avenue	$1,042,374
Irvine	Barranca Parkway	$2,106,434
Lake Forest	Bake Parkway	$ 532,603
Lake Forest	Trabuco Road	$ 266,971
Mission Viejo	Jeronimo Road	$ 267,360
Orange County	Antonio Parkway	$1,156,920
Orange County	Newport Avenue	$ 946,045
Placentia	Kraemer Boulevard	$2,433,520
Seal Beach	Seal Beach Boulevard	$ 586,720
Santa Ana	Main Street	$1,350,506

The chart spreadsheet above and the map on the following page show the funded traffic Signal Synchronization projects for Fiscal Year 2013-14. These projects are scheduled utilizing Measure M2 funding. The funding is provided for a three-year period that includes the implementation of signal synchronization, as well as a limited amount of funding for ongoing maintenance and monitoring to keep the investments in optimal condition.


Kraemer Blvd.
Harbor Blvd.
State College Blvd.
Seal Beach Blvd.
Newport Ave.
Main St.
Barranca Pkwy.
Adams Ave.
Trabuco Rd.
Alton Pkwy.
Bake Parkway
Newport Blvd.
Jeronimo Blvd.
Antonio Pkwy.
Traffic Signal Synchronization Projects
(Funded projects for fiscal year 2013-2014)

RTSSP Goal: The target of the program is to regularly coordinate signals along 750 miles of roadway and 2,000 intersections as the basis for synchronized operation across Orange County.

RTSSP Funding: RTSSP projects are funded as part of the M2 RTSSP, a 30-year competitive grant program that started in 2010. As part of the signal program, OCTA seeks to work with cities, the County, and the California Department of Transportation (Caltrans) to accelerate the implementation of the traffic signal coordination. Funding is provided in the form of a three-year competitive grant for the implementation of signal synchronization along corridors. The funding provides for the updating of signal synchronization timing for every intersection, plus necessary improvement to the signal control and communications infrastructure. Each project also includes a significant local agency contribution and an allocation for ongoing maintenance and monitoring to keep the investments in optimal condition over the three-year grant period. Once the three-year grant is completed, local agencies are encouraged to reapply for signal program grants along the same corridor(s) to maintain an optimal level of signal synchronization performance and to build on previous investments.

The budget is $110 million for Project P projects between 2013 and 2020. Local agencies are required to provide a 20 percent minimum local match.

Annual RTSSP Cycle: OCTA releases an annual call for projects for signal synchronization to all 34 cities and the County of Orange. Local agency projects compete for funding in a competitive process. Projects submitted by local agencies as part of the competition must meet specific criteria. Projects are rated based on scoring criteria and are selected based on competitive ratings. Projects are implemented with a single local agency lead.

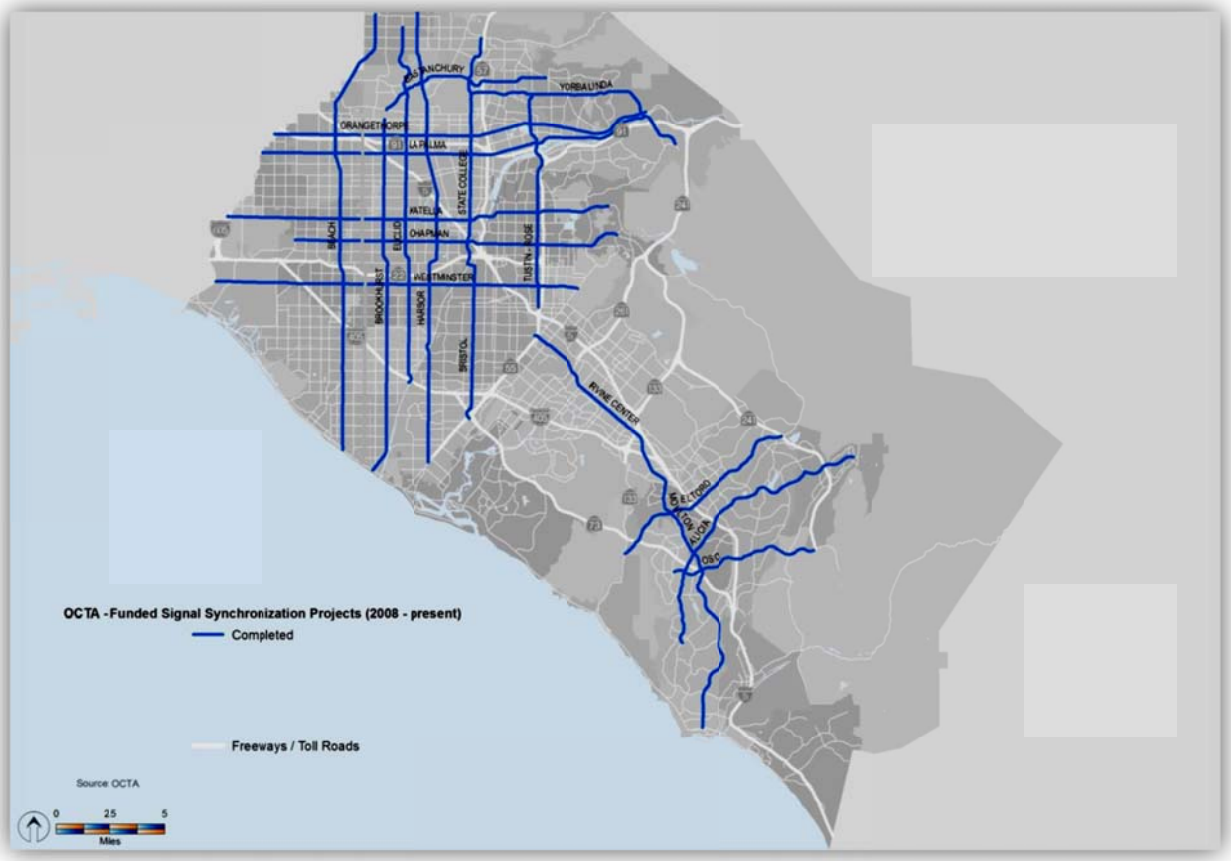
Synchronization Strategy: The key to the success of this program is maintaining a regular dialogue between all participating agencies including Caltrans. Projects are corridor-based, and optimized signal timings are developed based on existing traffic patterns. A coordination strategy is developed that combines interconnected time–based synchronization of the respective agencies' systems, including the necessary modifications in the infrastructure to accomplish this task and in preparation for future uses and upgrades. In order to keep the public informed of signal synchronization benefits, "before and after" studies are conducted to evaluate the improvements.

RTSSP statistics since 2008 through 2013:

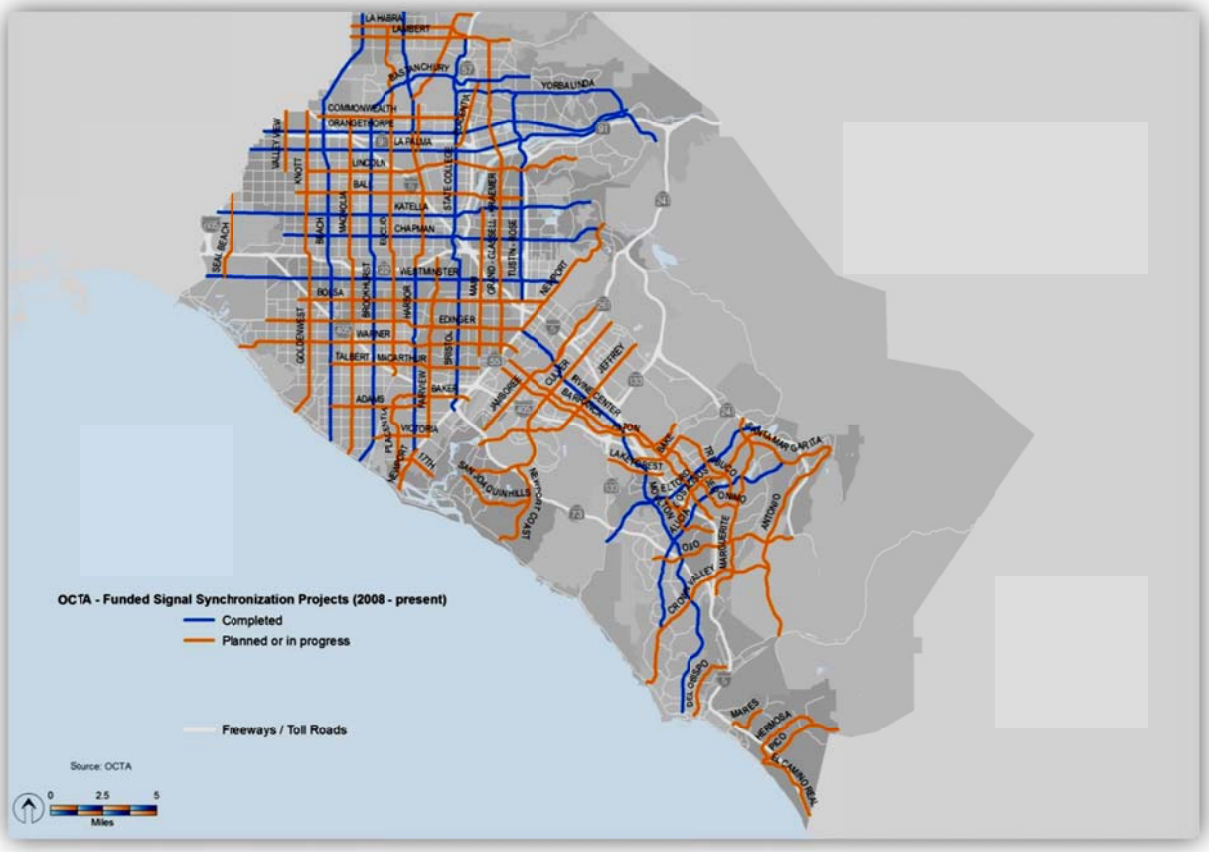
- Number of completed projects: 18
- Signalized intersections: 1074
- Number of miles: 269
- Total cost: over $13 million
- Travel time improvement: 16%
- Speed improvement: 18%
- Stops per mile improvement: 36%
- Greenhouse gas reductions: 381 million pounds
- Fuel reduction: 18 million gallons

RTSSP Benefits: Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, and pollution, and saves commuters gas and money.

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



Currently, OCTA is funding 51 signal synchronization projects that are in various stages of implementation. The committed funding from OCTA is primarily from the competitive signal program, and the total cost of these projects is $38 million. Once completed, these funded projects will synchronize an additional 363 miles and 1,360 signals. It is anticipated that all of the currently funded projects will implement synchronized signal timing by 2016. The map below depicts projects that are currently ongoing.



RTSSP Next Steps: OCTA continually works with local agencies through various venues including the Technical Steering Committee and Technical Advisory Committee to identify corridors that are eligible for funding and would benefit from signal program funding.

Note: OCTA selects and funds RTSSP projects annually through the annual call for projects.

B. 2013 State Route 91 Implementation Plan

Purpose: The 2013 State Route 91 Implementation Plan "is the result of the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements."[22] This plan includes projects identified in the Riverside County – Orange County Major Investment Study as well as other project development efforts. The Implementation Plan addresses the following traffic conditions below. *(As shown in blue on the map on page 179)*

- Heavy traffic volumes from I-15 (north and south) converge with SR-91. The weaving and merging condition is complicated by the close proximity of the Westbound (WB) Main Street off-ramp.

- High demand from several on-ramps within the eastern segment exacerbates traffic conditions during peak hours.

- High traffic volumes from Gypsum Canyon Road and Santa Ana Canyon Road contribute to congestion on the mainline.

- The Eastern Transportation Corridor (State Route 241) merges with SR-91 causing additional congestion in the Eastbound (EB) direction. One of the two EB lanes from State Route 241 (SR-241) is dropped at the merge to State Route 91 (SR-91).

- Heavy traffic reentering the freeway merges at slow speeds from existing WB and EB truck scales, impacting the general-purpose lanes.

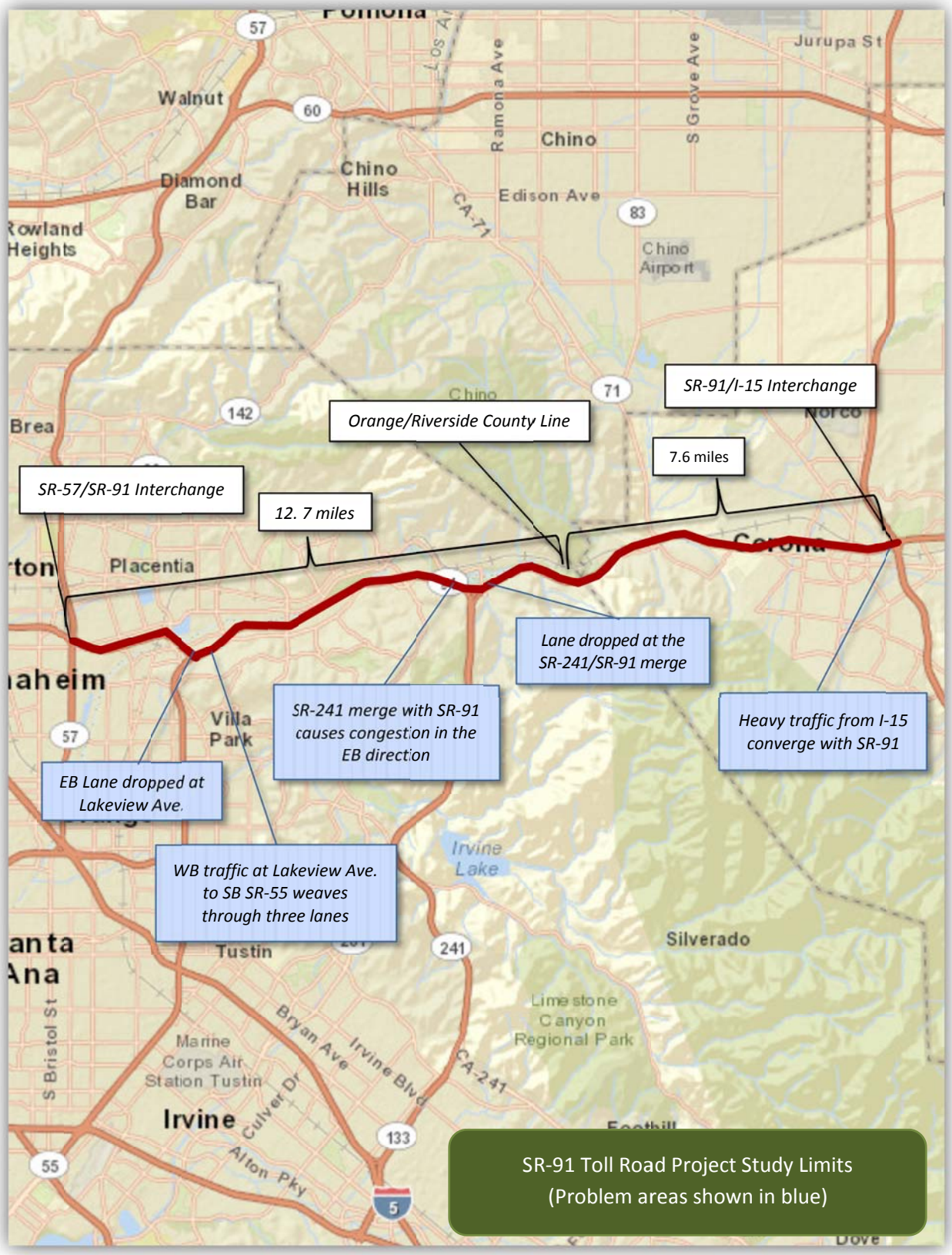
- SR-55 merges with SR-91. An EB lane on SR-91 is dropped at Lakeview Avenue and a second EB lane is dropped at Imperial Highway creating a severe merge condition.

- WB SR-91 drops a GP lane and a 91 Express Lane to SB SR-55, which contributes to mainline congestion. This drop also occurs on the left-hand side of SR-91 as opposed to the typical right-hand exit.

- High demand from Weir Canyon Road, Imperial Highway, and Lakeview Avenue increases delay during the peak hours.

- WB traffic entering SR-91 at Lakeview Avenue to Southbound (SB) SR-55 contributes to mainline congestion by weaving through three lanes on WB SR-91.

[22] 2013 State Route 91 Implementation Plan, pg. 1


SR-91/I-15 Interchange
Orange/Riverside County Line
7.6 miles
SR-57/SR-91 Interchange
12. 7 miles
Lane dropped at the SR-241/SR-91 merge
SR-241 merge with SR-91 causes congestion in the EB direction
Heavy traffic from I-15 converge with SR-91
EB Lane dropped at Lakeview Ave.
WB traffic at Lakeview Ave. to SB SR-55 weaves through three lanes
SR-91 Toll Road Project Study Limits
(Problem areas shown in blue)
Walnut
Diamond Bar
Chino Hills
Chino
Rowland Heights
Brea
Placentia
Villa Park
Tustin
Irvine
Silverado
Limestone Canyon Regional Park
Marine Corps Air Station Tustin
Irvine Lake
Chino Airport
Norco
Jurupa St
Ramona Ave
S Grove Ave
Edison Ave
Bryan Ave
Irvine Blvd
Culver Dr
Alton Pky
S Bristol St
CA-71
CA-241
57
60
71
142
83
241
133
55
5

C. SR-91 Project Summaries

Projects to be completed by 2015: "The first set of projects anticipated to be completed by 2015 and includes two improvements at a total cost of approximately $111.2 million. The projects include the Metrolink short-term expansion plan, and a new SR-91 Westbound (WB) lane at Tustin Avenue (see details of Tustin project - SR-91 Widening, SR-55 to Tustin Ave, pg. 131). These projects are in the process of final design, construction, or procurement and implementation. "[23]

Project No.	Project Summary (Implementation Year)	Cost ($M)
1	Metrolink Short-Term Expansion Plan (2014)	$66
2	SR-91 Westbound Lane at Tustin Avenue (2015)	$47.4
3	Initial Phase Capital Improvement Program (CIP): Widen SR-91 by one general purpose lane in each direction east of county line, I-15/SR-91 direct south connector, extension of express lanes to I-15 and system/local interchange improvements (2017)	$1,345
4	Express bus improvements between Orange County and Riverside County (2017)	$9.5
5	SR-71/SR-91 Interchange Improvement (2018)	$122.7
6	SR-241/SR-91 Express Lanes Connector (2018)	$135 - $150
	Total	$172.34 - $187.34

Project 1: Metrolink Short-Term Expansion Plan

Description: OCTA working with the RCTC, San Bernardino Associated Governments, and the Southern California Regional Rail Authority plans a short-term expansion of the train service from the Inland Empire to Orange County. Additional trains are planned on the Inland Empire - Orange County Line that currently runs between San Bernardino, Riverside, and Orange counties as well as the "91 Line" that goes from the Inland Empire to Los Angeles via Orange County, paralleling SR-91.

Metrolink Short-Term Expansion Plan Benefit: Enables development of expanded Metrolink Service and improves efficiency, which will contribute to congestion relief on the SR-91.

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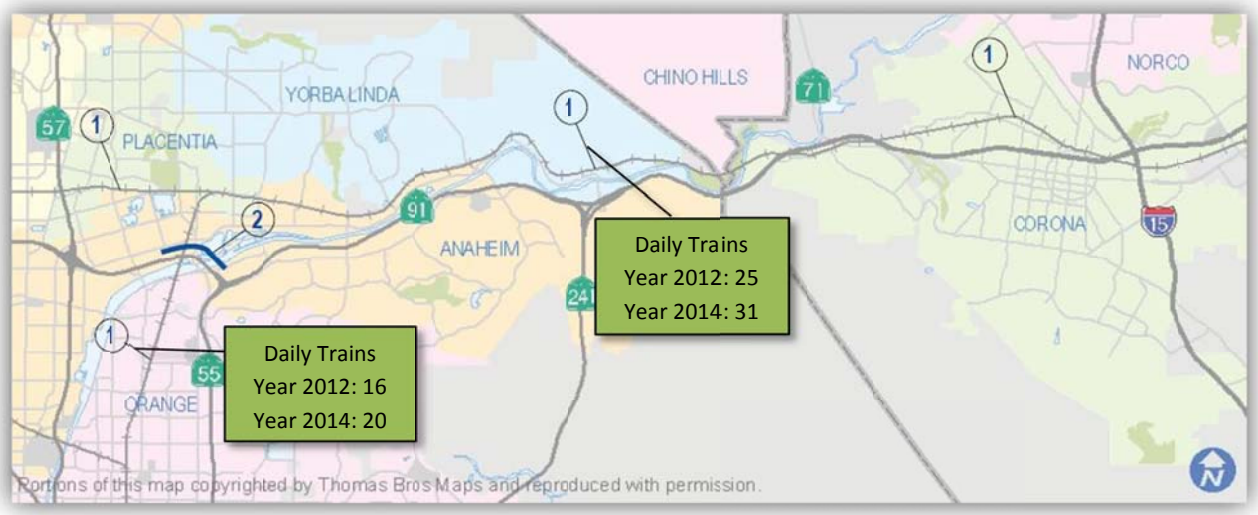
[23] 2013 SR 91 Implementation Plan, pg. 2, 10

Metrolink Short-Term Expansion Plan Funding: Capital costs necessary for this expansion include the purchase of engines and coaches to operate the new service as well as a new station in the City of Placentia. OCTA costs are estimated at $66 million.

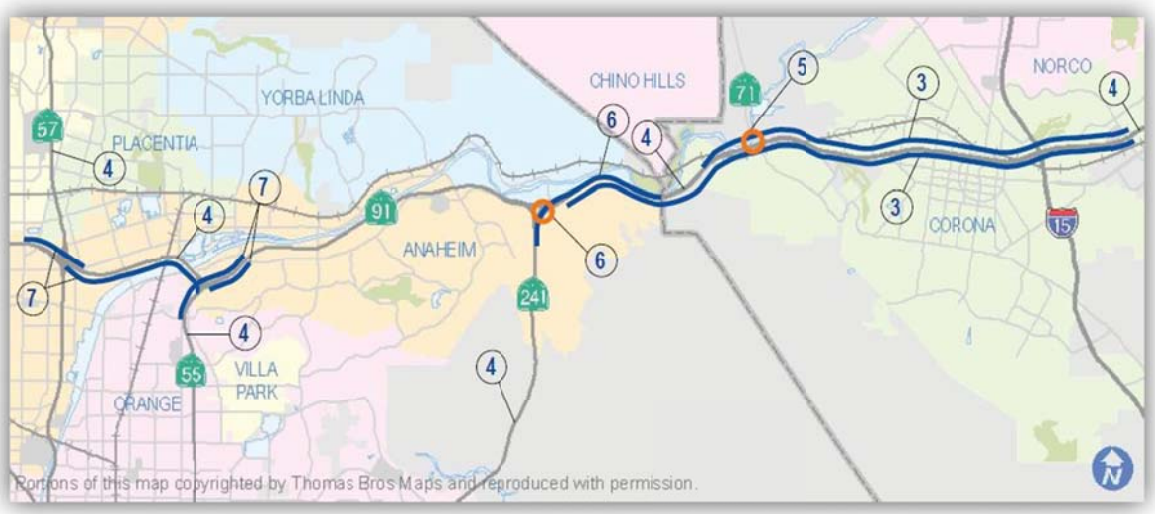


Metrolink Short-Term Expansion Plan - Project Cost Estimate	
Stations	$39 million
Equipment	$27 million
Total	$66 million

Project 2: SR-91 Westbound Lane at Tustin Avenue Project

Description: A status report for the SR-91 Westbound Lane at Tustin Avenue project was provided on page 131. The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange.

SR-91 Westbound Lane at Tustin Avenue Benefit: The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address chokepoint conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.



SR-91 Westbound Lane at Tustin Avenue Costs

SR-91 Westbound Lane at Tustin Avenue - Project Cost Estimate	
Capital Costs	$21.8 million
Support Costs	$18.9 million
ROW Costs	$6.7 million
Total	$47.4 million

SR-91 Westbound Lane at Tustin Avenue Schedule

SR-91 Westbound Lane at Tustin Avenue - Project Schedule	
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	2016

Project 3: Initial Phase Corridor Improvement Project (CIP): Widen SR-91 by one general purpose lane in each direction east of county line, collector-distributer (CD) roads and I-15/SR-91 direct south connector, extension of express lanes to I-15 and system/local interchange improvements.

Description: "The Project Study Report (PSR) for the SR-91 CIP from SR-241 to Pierce Street recommended the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, and the addition of CD lanes at the SR-71/SR-91 interchange and at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10-Year Delivery Plan recommended the following in addition to the PSR recommended improvements: the extension of

the 91 Express Lanes from the Orange County line to the I-15, the construction of the SR-91 (EB/WB) I-15 (SB/NB) Express lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/Hidden Valley Parkway. " [24]

Benefit: The initial phase and ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the south. Traffic operation will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Project 3 Costs

Project 3 – Project Cost Estimate	
Capital Costs	$1.1 billion
Support Costs	$245.0 million
Total	$1.345 billion

Project 3 Schedule

Project 3 - Project Schedule	
Preliminary Engineering	Completed
Environmental	Completed
Design	2013-2017
Construction	2013-2017

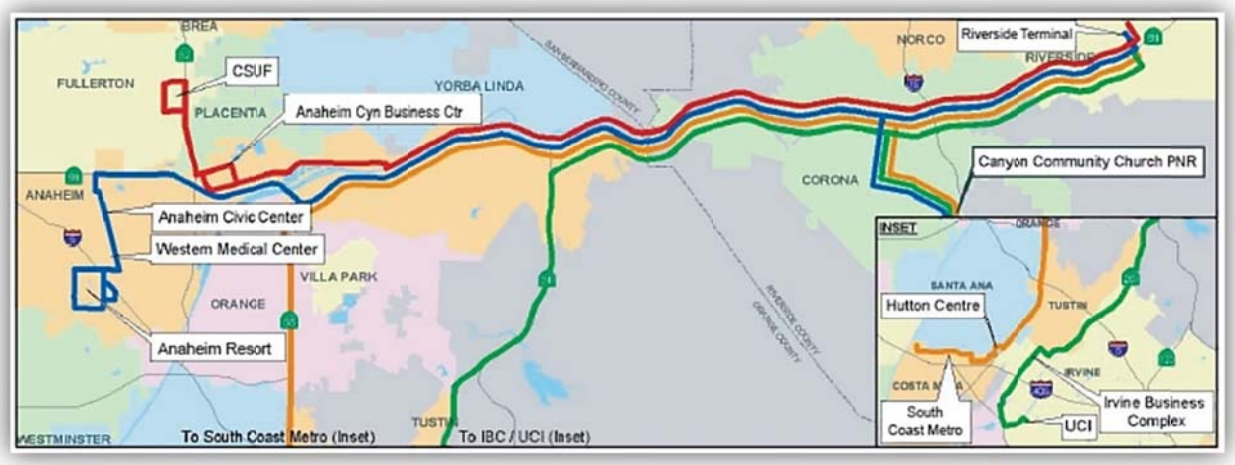
Project 4: Express Bus Improvements between Orange County and Riverside County

Express Bus Description: "OCTA, working with the RCTC, and the Riverside Transit Agency (RTA), plans an extensive expansive expansion of Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to many Orange County employment centers, and new Express Bus service will provide connections to major employment centers in Anaheim, Costa Mesa, Fullerton, and Irvine.

[24] 2013 SR 91 Implementation Plan, pg. 14

Three new Express Bus routes are planned from Riverside County to the Anaheim Canyon Business Center and California State University Fullerton; Anaheim Civic Center, Western Medical Center, and Anaheim Resort; and Irvine Business Complex and University of California, Irvine (UCI). Routes would run every 30 to 45 minutes in the peak period, and service will be tailored to match demand. Implementation began in Fall 2006 with the Riverside County to Hutton Center and South Coast Metro route. The other routes are planned for implementation by Fiscal Year 2016/2017 contingent on future budget authority."[25]

Express Bus Benefit: Development of express bus services will contribute to congestion relief on SR-91.



Express Bus Costs

SR-91 Westbound Lane at Tustin Avenue - Project Cost Estimate	
Capital Costs	$9.5 million
Annual Operating Cost	$1.0 million
Total	$10.5 million

[25] 2013 SR-91 Implementation Plan, pg. 15

Express Bus Schedule

SR-91 Westbound Lane at Tustin Avenue - Project Schedule	
Riverside/Corona to La Sierra Metrolink Station to Irvine Business Complex/UCI	2016-2017
Riverside/Corona to North East Anaheim CSUF	2016-2017
Riverside/Corona to Anaheim Resort	2016-2017
Village at Orange to Riverside/Corona	Existing (RTA 216)
Riverside/Corona to South Coast metro	Existing (OCTA 794)

Project 5: SR-71/SR-91 Interchange Improvements

Description: "The current project includes a new two-lane direct connector flyover from eastbound SR-91 to northbound SR-71 and modifications to the existing Green River eastbound SR-91 On-Ramp."[26]

Benefit: The project will provide a new direct connector improvement from eastbound SR-91 to northbound SR-71, replacing the geometric chokepoint created by the existing connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

SR-71/SR-91 Interchange Improvements Costs

SR-91 Westbound Lane at Tustin Avenue - Project Cost Estimate	
Total Costs	$122.7 million

SR-71/SR-91 Interchange Improvements Schedule

SR-91 Westbound Lane at Tustin Avenue - Project Schedule	
Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2012-2018

[26] 2013 SR 91 Implementation Plan, pg. 16

Project 6: SR-241/SR-91 Express Lanes Connector

Description: "The SR-241/SR-91 Express Lanes connector will carry northbound SR-241 traffic to eastbound SR-91 Express Lanes and carry westbound SR-91 Express Lanes traffic to southbound SR-241. Outside widening would be required mainly on the south side of SR-91 for realignment of eastbound lanes up to the Coal Canyon Wildlife Corridor Crossing."[27]

Benefit: The project will close the current toll system gap between the future and existing 91 Express Lanes and the SR-241 Eastern Transportation Corridor System. The project improves access to SR-241 and South County for traffic that does not currently utilize the 91 Express Lanes.

SR-241/SR-91 Express Lanes Connector Costs

SR-91 Westbound Lane at Tustin Avenue - Project Cost Estimate	
Total Costs	Between $135.0 million and $150.0 million

SR-241/SR-91 Express Lanes Connector Schedule

SR-91 Westbound Lane at Tustin Avenue - Project Schedule	
Preliminary Engineering	Completed
Environmental	2012-2015
Design/Construction	2015-2018

[27] 2013 SR 91 Implementation Plan, pg. 17

Section 5

Public Service:

enhance customer satisfaction by understanding, connecting with and serving our diverse communities and partners.

Objectives:

- Public Awareness and Perception
- Customer Satisfaction
- Community Engagement
- Collaborative Planning

Contents

I. Introduction

The development of a high-performance multimodal transportation system requires providing valuable, reliable, accessible, and attractive transportation options to customers. As a goal area in the Strategic Plan, **Public Service** is focused on providing these multimodal transportation choices that link communities within Orange County.

The following spreadsheet summarizes the programs and projects which support the primary objectives of the Public Service Goal Area. High level overviews of each program are discussed in this section and if further information is required, the guiding documents web links are provided. This section reviews OCTA programs which enhance public service and accomplish our objectives.

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Public Service: ***enhance customer satisfaction by understanding, connecting with and serving our diverse communities and partners.***					
Objective 1- Public Awareness and Perception *increase public awareness and improve perception of OCTA programs and services*					
	Transportation Demand Management (TDM) Ordinances				
		All programs and services that help reduce single occupant vehicle travel, i.e. bicycle and active transportation, vanpool, HOV lanes, congestion pricing, etc.	Reduced congestion on roads and freeways, environmental benefits, less pollution, and better quality of life. OCTA incorporates programs and projects which support provisions and rules as established by the South Coast Air Quality Management District (SCAQMD).	Local jurisdictions benefit from OCTA leadership and funding of TDM ordinances. Each program requires increased public awareness. OCTA plans, conducts, and participates annually in hundreds of community events on all of OCTA programs, projects, and services.	204

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 2 - Customer Satisfaction *continually strive to improve customer satisfaction*					
	Mobility Choices for seniors and persons with disabilities (M2 Project U)				
		*OCTA Senior Mobility Program (SMP) *Senior Non-Emergency Medical Transportation Program (SNEMT)	*Improved transportation access for seniors and persons with disabilities. *Provides non-emergency medical transportation service for seniors and the disabled.	*30 cities and four non-profit organizations are SMP partners. *Stabilized fares at 2006 levels.	199
	Park and Ride Facilities				
		Construction and expansion of Park and Ride Facilities	Increases commuter access to alternative transportation modes.	Working local communities and Caltrans, OCTA actively pursues resources to fund the construction and/or lease of new park and ride facilities.	207
	Local Community Transit Services (M2 Project V)				
		*Local bus transit services *Community based circulators *Shuttles and bus trolleys	Provides congestion relief to arterials in high traffic areas, and provide non-auto based mobility options	*Provides up to $50 million of funding for Project V. *As of March 2013, $28 million of funding for projects has been approved by the OCTA Board	200

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 3 - Community Engagement *continue to engage and educate the community in OCTA initiatives*					
	Public Transit Network future planning of OCTA transit programs				
		*Bus Service *Bus Rapid Transit (BRT) *Metrolink and Go-Local feeders *Land use	OCTA identifies broad objectives for transit programs that meet projected future demands. OCTA forecasts demand, and financial feasibility of objectives.	Based on forecasted demand of future transit services, OCTA engages local communities, county, state, and federal agencies on its goals to increase awareness and ensure support.	201

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 4 - Collaborative Planning *build and sustain productive relationships and partnerships*					
	Metrolink Expansion and Go-Local Feeders				
		*Metrolink Expansion (M2 Project R) *Go-Local Feeders	*Enhanced Metrolink services by offering more frequent services during peak business hours. *Provides local jurisdictions opportunities to develop feeder services to Metrolink stations.	*Increased number of trains operating between Fullerton and Laguna Niguel. *Last-mile feeder services improved. *Provides opportunities for OCTA to build relationships with Metrolink and Orange County local communities.	202
	Vanpool and Rideshare Programs				
		Vanpool and Rideshare	*Reduces the number of long distance commute trips within a particular region. *Congestion reduction and air quality benefits.	*OCTA provides partial funding for vanpools. *OCTA provides help to employers to form, plan and run vanpool programs.	206
	Bicycle Programs				
		Regional Bikeway Planning	Build key bikeway corridors through all of Orange County. Provides the ability to use a bicycle as the sole means of transportation.	OCTA is working with the Orange County Council of Governments (OCCOG), local jurisdictions, and bicycle stakeholders with planning and project development.	208
		Bike Share Program	No ownership bicycle program provided for transportation purposes.	Pilot program is designed to help students get from public transportation to the California State University Fullerton campus.	217

II. Expand Mobility Choices for Seniors and Persons with Disabilities (Project U)

Purpose: M2 Project U provides funding to support mobility choices for seniors and persons with disabilities. Project U funds the fare stabilization program, the OCTA Senior Mobility Program (SMP), and the County of Orange Senior Non-Emergency Medical Transportation Program (SNEMT). The program is made up of a group of cities and organizations in Orange County offering community transit programs that provide transportation services for seniors and the disabled.

OCTA's SMP is designed to fill the gap between local fixed-route buses and ADA paratransit, or ACCESS service, by providing local transportation services to seniors in participating cities in Orange County. Under the program, participating cities are eligible to receive funds and vehicles from OCTA to help design and operate a transit program that best fits the needs of older adults in their communities.

Goal: Provide up to $75 million of funding to expand mobility choices for seniors and persons with disabilities.

Status: To date, over $9.1 million has been provided to local agencies and the County of Orange for the SNEMT and SMP.

Benefits:

- Improved transportation access for seniors and persons with disabilities
- Stabilized fares at 2006 levels
- Provides non-emergency medical transportation service for seniors and the disabled who cannot provide transportation for themselves

III. Fund development, implementation, and operations of local community transit services (Project V)

Purpose: "Project V provides local jurisdictions funding to develop local bus transit services such as community based circulators, shuttles, and bus trolleys that complement regional bus and rail services, and meet local needs in areas not adequately served by regional transit."[1]

Goal: Through a competitive process, provide up to $50 million of funding for community–based transit services.

Status: The first call for projects for $28 million closed on March 29, 2013. The OCTA Board approved five applications from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest, for a total of up to $28 million on June 13, 2013. Projects slated for implementation over the next year include a variation of: vanpool connections from local employment centers to transportation hubs, special event and seasonal transportation services, and local community circulators to shopping, medical, and transportation-related centers.

Benefits: Community-based circulators can provide relief to arterials in high traffic areas, and provide non-auto based mobility options that meet specific local needs.

[1] 2012 M2020 Plan, pg. 66

IV. Public Transit Network

OCTA operates local fixed route bus service, community shuttle routes, StationLink Metrolink rail feeder routes, and express bus routes both within and outside the County. Orange County is also served by Metrolink commuter rail service and Amtrak's Pacific Surfliner intercity rail service connecting Orange County to San Diego, Los Angeles, Riverside, San Bernardino, and Ventura Counties.

OCTA bus service is complemented by local transit service in the cities of Anaheim, Buena Park, Irvine, and Laguna Beach.

OCTA's transit strategy identifies broad objectives for prioritizing future transit improvements to meet future demand as effectively and efficiently as possible. These objectives will serve to meet as much of the forecasted transit demand as financially feasible and support OCTA's existing transit goals of:

- Target high-demand corridors for improvements to fixed-route frequencies and hours of operations
- Initiate bus rapid transit (BRT) services
- Invest in Metrolink and Go Local feeders, and support California high-speed rail
- Explore express bus opportunities
- Improve access to regional bus service and local destinations with community circulators and rideshare programs
- Coordinate service planning with local land-use agencies
- Seek to restore transit funding from state and federal sources, as well as new funding and savings for transit operations

V. Metrolink Expansion and Go Local Feeders

Metrolink Expansion: OCTA is implementing the Metrolink Service Expansion Plan (MSEP) that involves the addition of more frequent commuter rail service between Fullerton and Laguna Niguel, and the necessary station and infrastructure improvements to accommodate this service. To support these future rail services, regional gateway station improvements such as the Anaheim Regional Transportation Intermodal Center (ARTIC) are underway. These efforts will strengthen the backbone of Orange County's transit system.

M2 Go Local Program: The M2 Go Local Program is intended to address increases in demand induced by the increased rail service due to the MSEP program. Go Local provides a competitive opportunity for local jurisdictions to develop feeder services between rail stations and key destinations. OCTA also plans to increase StationLink services as needed to coordinate with increased Metrolink service.

Goals:

- Increase the number of trains operating between Fullerton and Laguna Niguel (see also High Frequency Metrolink Service (Project R) in the Mobility goal area of this plan).
- Expand service outside typical peak commute periods in the morning and evening to provide more mid-day and off-peak services.
- Through M2, extend Metrolink service levels to Union Station in Los Angeles.

Benefits:

- Improvements are designed to attract additional riders
- Enhanced Metrolink services by offering more frequent services throughout the day
- Provides a viable alternative to vehicle travel
- Reduces congestion on crowded roadways and freeways

Metrolink route map showing OCTA service expansion areas.

VI. Transportation Demand Management (TDM) Ordinances

Purpose: All jurisdictions in Orange County have adopted TDM ordinances that incorporate provisions consistent with rules adopted by the South Coast Air Quality Management District (SCAQMD). There are many programs administered or supported by OCTA to manage travel demand through the use of alternative transportation modes. The best practice categories for TDM strategies and the programs OCTA supports and implements are:

Categories of TDM Strategies

A. Improved Transportation Options – This category seeks to improve already existing transportation options. These options include: (1) biking and walking; (2) transit and ridesharing; (3) improved streets and roads: OCTA programs are:

1. Bicycle and Active Transportation Programs
2. Traffic Signal Synchronization Program
3. Vanpool and Rideshare Programs
4. Bus Rapid Transit

B. Programs that Promote Transit Use and Carpooling – There are many proven strategies for increasing the number of people riding buses and carpooling. Some of them include: (1) expansion of transit services already in place; (2) provide low-cost transit passes and get them to people who need them most; (3) improve communication on transit and carpool information; (4) build park-and-rides and HOV lanes where appropriate. OCTA programs are:

1. Special transit passes (i.e. Day Pass, Special Event Pass, 7-Day Pass, 30-Day Pass, etc.)
2. Road space allocation (bike lanes, transit-only lanes)
3. High occupancy vehicle (HOV) lanes

C. Land-Use Management and Urban Design – Land-use policy impacts transportation, sustainability, and public health as a properly designed community encourages walking and biking while reducing the need to drive for daily needs. Protecting and preserving the environment is a core responsibility of the M2 program. OCTA programs are:

1. M2 Freeway Mitigation Program
2. M2 Environmental Clean-Up Allocation Program

D. Employer-Based TDM Strategies – Employer-based strategies reduce vehicle trips by providing employees with incentives, information, and additional transportation options to commute via modes other than the single occupant vehicle.

1. OCTA Program: Vanpool and Rideshare Programs

E. Congestion Pricing - OCTA owns and operates one of the best congestion pricing transportation networks in the nation – the State Route 91 (SR-91) Express Freeway. The Orange County Sustainability Community Strategy pricing strategy is designed to complete and optimize the scope and capacity of the County's priced transportation network composed of publicly-owned toll and express lanes. Priced facilities such as the SR-91 are an especially important tool for providing intracounty, intercounty, and interregional capacity, while at the same time contributing to sustainability and emission reduction goals related to SB 375 and other state and federal mandates OCTA program:

1. 91 Express Freeway

Benefits: These services help reduce single occupant vehicle travel, congestion, and enhance the quality of life for Orange County residents, commuters, and visitors.

VII. Vanpool and Rideshare Programs

Purpose: A vanpool is a group of people with a similar origin, destination, and schedule, who share the costs of commuting and ride in a vehicle with seven or more seats. The group divides the cost of the van, monthly rental, gas, insurance, and other costs among themselves. OCTA provides a $400 a month, per van incentive. This is applied directly to the monthly rental fee from the van provider by OCTA. OCTA also provides help to employers to plan and run programs and to commuters to form vanpools.

Goals: Expansion of vanpool services to two targeted commuter markets.

- The first commuter market consists of expanding the long-distance vanpool services by targeting new or expanded services to employment and activity centers that are not currently well served by existing vanpools. Target employment centers include the Irvine Spectrum area, the Santa Ana Civic Center, the South Coast Metro area, and the Anaheim Canyon employment center along the Riverside (SR-91) Freeway.

- The second vanpool strategy would explore the potential for shorter distance vanpools that would originate from Metrolink stations in Orange County and provide connections to employment centers that are not currently well served by OCTA's existing Stationlink and local bus services. These employment destinations could be directly served by the vanpool, reducing travel times from the Metrolink station to the commuter's ultimate destination. These services are beneficial in that the Metrolink commuter rail service can fulfill the long-distance portion of the commute and bring together several commuters from a larger area than a traditional vanpool.

Benefit: Vanpools and ridesharing provide substantial benefits for reducing congestion and reducing vehicle miles traveled. Vanpools and carpools typically reduce the number of long distance commute trips within a particular region, maximizing the congestion reduction and air quality benefits from each trip removed from the transportation system.

VIII. Park-and-Ride

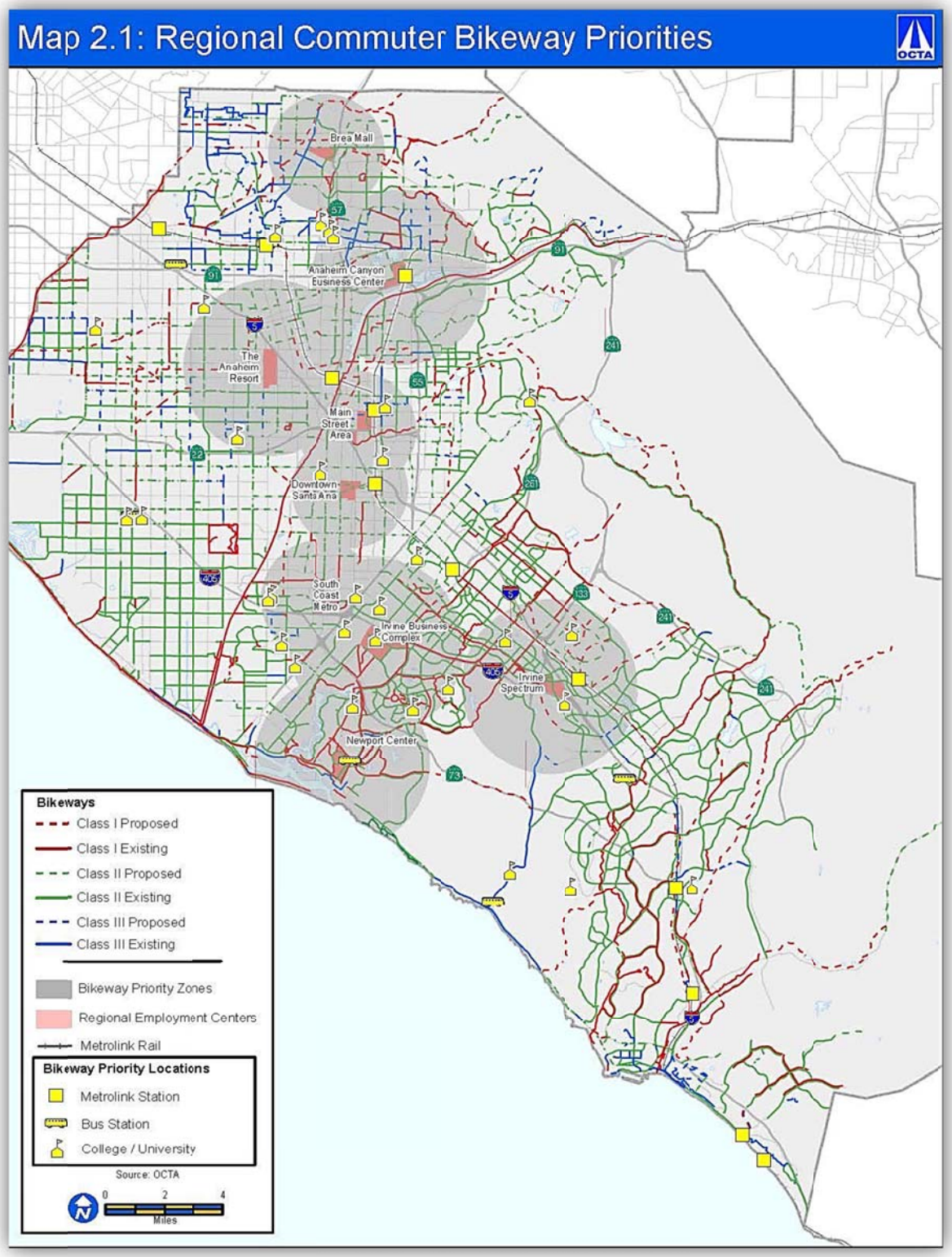
Park-and ride facilities play an important role in increasing commuter access to alternative transportation modes. Orange County will continue to explore opportunities to increase the number of park-and-ride facilities through coordination with Caltrans, local jurisdictions, and private property owners to identify additional suitable park-and-ride sites, and will actively pursue resources to fund the construction and/or lease of new park-and-ride facilities.

IX. Bicycle Programs

Purpose: In Orange County, bicycles can be used as the sole mode of transportation or as a complement to bus and rail travel. Regional Bikeways Planning is a countywide effort involving OCTA, the Orange County Council of Governments (OCCOG), local jurisdictions, and bicycle stakeholders. The goals of the effort are to build consensus on key bikeway corridors and to assist local jurisdictions with project development. In 2009, OCTA developed the Commuters Bikeways Strategic Plan (CBSP), which can be found at http://www.octa.net/pdf/bikeways09.pdf.

Bikeway planning, implementation, and maintenance efforts are recorded in the CBSP. The CBSP was developed through a collaborative process among cities, the County, OCTA, Caltrans, nonprofit organizations and the general public. The resulting CBSP includes a compilation of local bikeway plans proposing the addition of a total of 210 miles of Class I bikeways, 480 miles of Class II bikeways, and 95 miles of Class III bikeways (Class I, II, and III are defined on page 212). The CBSP also identifies regional bikeway priority locations that include transit stations, major employment centers, and schools. OCTA encourages implementing agencies to give priority to bikeway projects that connect to, or within these locations improve regional connectivity. OCTA also recommends that projects be prioritized based on CBSP performance criteria that include safety, ease of implementation, and continuity.

The map on the following page contains the regional bikeway priorities from the CBSP.


Map 2.1: Regional Commuter Bikeway Priorities
OCTA
Brea Mall
Anaheim Canyon Business Center
The Anaheim Resort
Main Street Area
Downtown Santa Ana
South Coast Metro
Irvine Business Complex
Irvine Spectrum
Newport Center
Bikeways
Class I Proposed
Class I Existing
Class II Proposed
Class II Existing
Class III Proposed
Class III Existing
Bikeway Priority Zones
Regional Employment Centers
Metrolink Rail
Bikeway Priority Locations
Metrolink Station
Bus Station
College / University
Source: OCTA
0
2
4
Miles

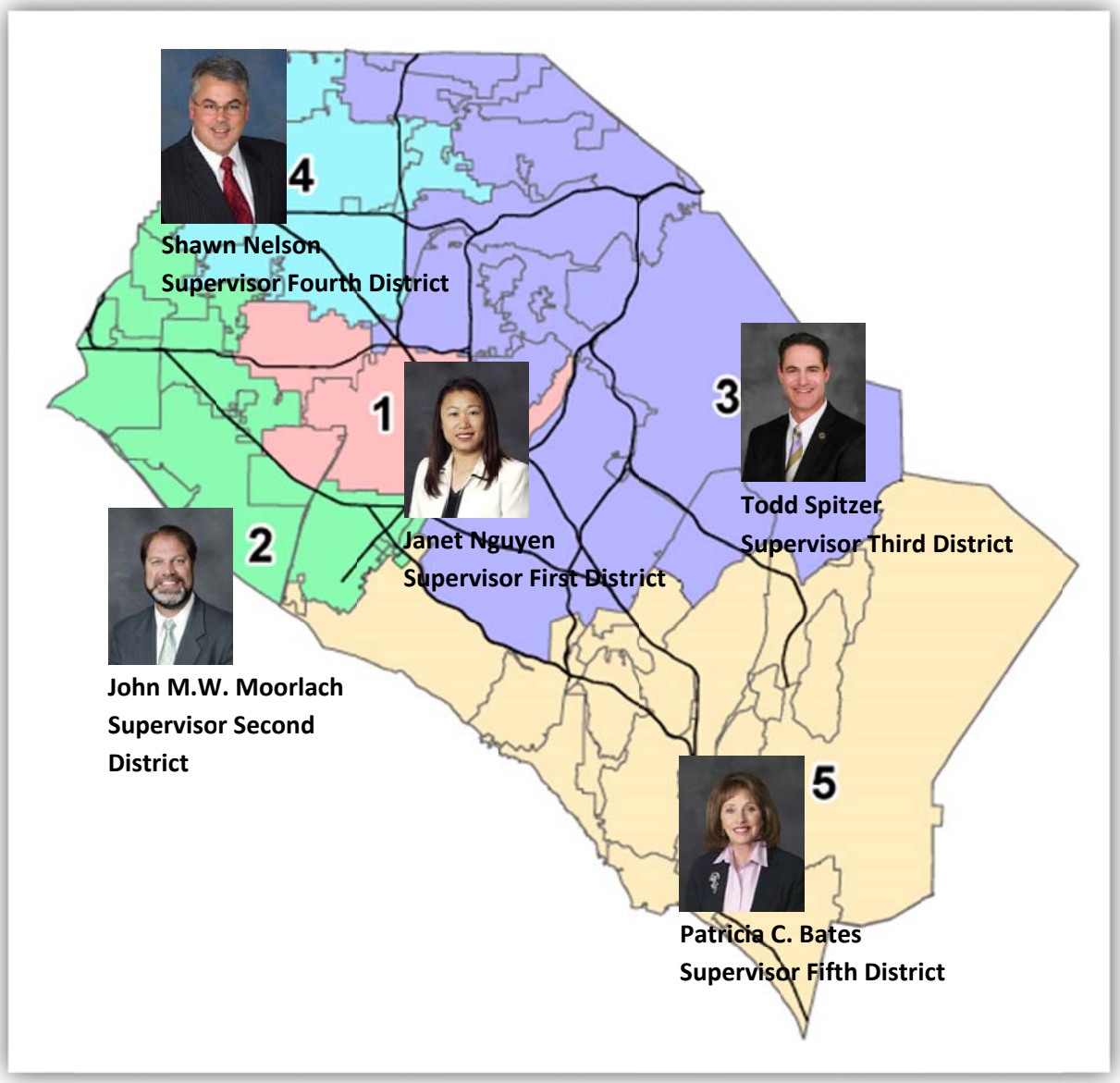
After the publication of the CBSP, OCTA has/is facilitating collaborative efforts with the OCCOG on bikeway strategies. Districts, 1, 2, and 4 have been completed and are ready for implementation. The Bicycle Corridor Improvement (BCI) Program 2014 Call for Projects is a $4.3 million bicycle program available to local Orange County agencies. The submission of proposals was completed in late 2013, and awards will be made in early 2014. The schedule for completing district bikeways strategies are below.

Supervisorial District	Status	Final Document
District 4	Complete	Fourth District Bikeways Strategy
Districts 1 & 2	Complete	Districts 1 & 2 Bikeways Strategy
District 5	Ongoing	Scheduled for 2014 Completion
District 3	Future	Scheduled for 2015 Completion

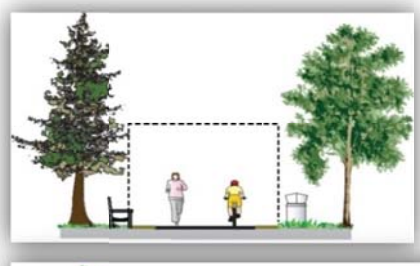
The map on the following page shows the geographical districts and District Supervisors in Orange County.

Orange County Supervisors by Districts:

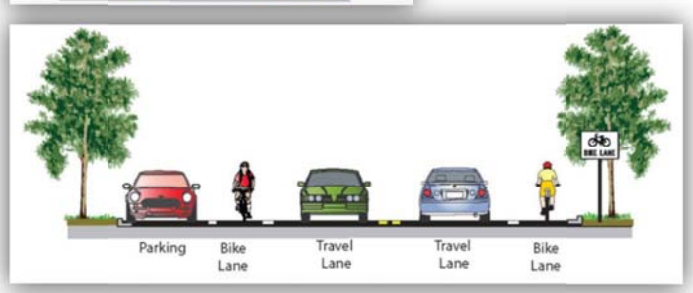
1. First District- Janet Nguyen
2. Second District- John M. W. Moorlach
3. Third District- Todd Spitzer
4. Fourth District- Shawn Nelson
5. Fifth District- Patricia Bates



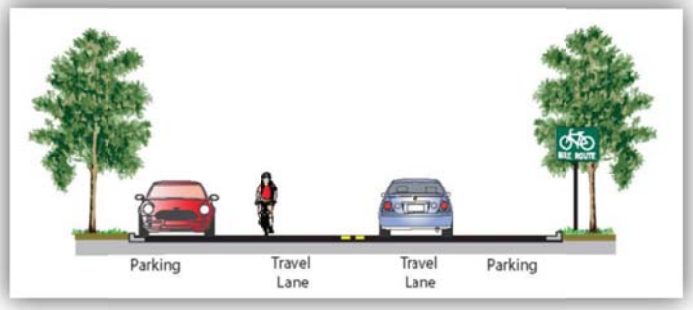
B. Bikeway Classifications



Class I – "Bikeways or Bike Paths, which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.



Class II – Bike Lane, which provides a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.



Class III – On-street or off-street Bike Route, which provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists."[2]

C. Districts 1 & 2 Bikeway Strategy

In Districts 1 & 2 Bikeway Strategy, "a total of eleven (11) regional bikeway corridors are proposed. The corridors include key connections to existing regional bikeway routes (e.g. Santa Ana River & Coyote Creek trails), as well as to major destinations within the districts (e.g. the beach & Santa Ana Regional Transportation Center). In addition, several of the proposed corridors would link with regional bikeway corridors identified in the District 4 Bikeways Strategy."[3]

The eleven regional corridors were ranked to help guide implementing agencies in prioritizing bikeway improvements. The evaluation process determined that the corridors detailed on the next page would provide the greatest relative potential benefit to cyclists in terms of regional connectivity, access to key destinations, and improved safety, while also possessing significant public support and limited physical constraints that could hinder implementation. The following top ranked corridors will be further studied for feasibility in the second phase of the Districts 1 & 2 Bikeways Collaborative:

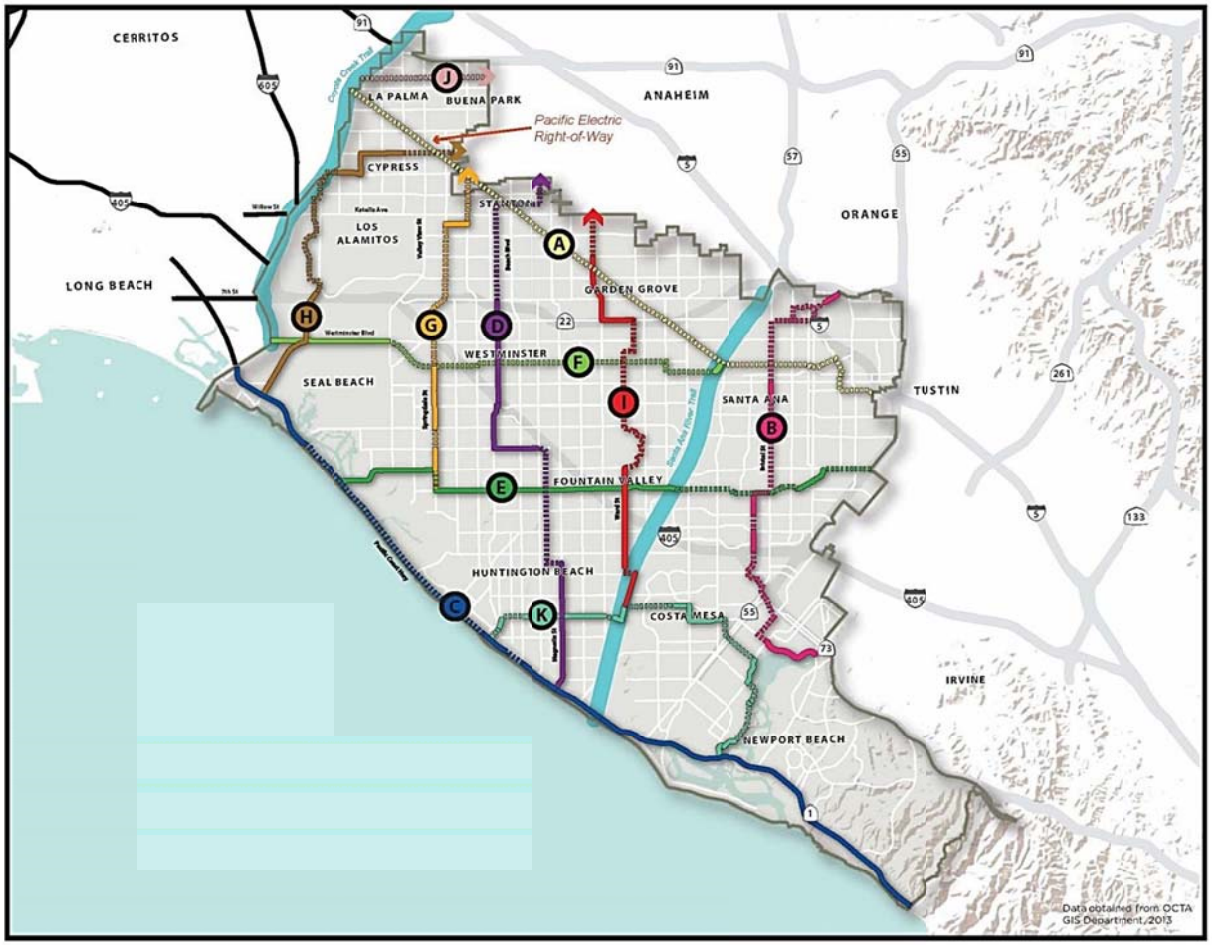
- Corridor C: Pacific Coast Highway;
- Corridor A: Pacific Electric Right-of-Way;
- Corridor D: Magnolia-Hoover; and
- Corridor E: Slater-Segerstrom.

[2] http://www.octa.net/pdf/OCTAD12%20Report12-31-2013.pdf pg., 1-1
[3] http://www.octa.net/pdf/OCTAD12%20Report12-31-2013.pdf pg., iv

PROJECT CORRIDOR OVERVIEW

OCTA Districts 1 and 2 Bikeways Collaborative

Figure ES-1



LEGEND

Existing Facility	Proposed Facility	
		A: Pacific Electric ROW*
		B: Bristol-Bear
		C: Pacific Coast Highway*
		D: Magnolia-Hoover*
		E: Slater-Segerstrom*
		F: Westminster-Hazard
		G: Knott-Springdale
		H: Seal Beach-Orange Avenue
		I: Brookhurst-Ward
		J: Edison Transmission Line
		K: Indianapolis-Fairview

Existing Regional Corridor

District 1 & 2 Boundary

District 4 Corridor Connections

N

Miles 0 2.5 5

*Feasibility studies planned at top ranked corridors

D. Districts 4 Bikeway Strategy

"The objective of District 4 Bikeway Strategy was to coordinate with cities, stakeholders, and the County of Orange to develop a list of ten regional bikeway corridors to pursue for implementation. Within the ten regional corridors, the Collaborative participants identified three "focus corridors" that will be prioritized for near-term implementation. The remaining seven corridors are organized into separate tiers for future implementation."[4]

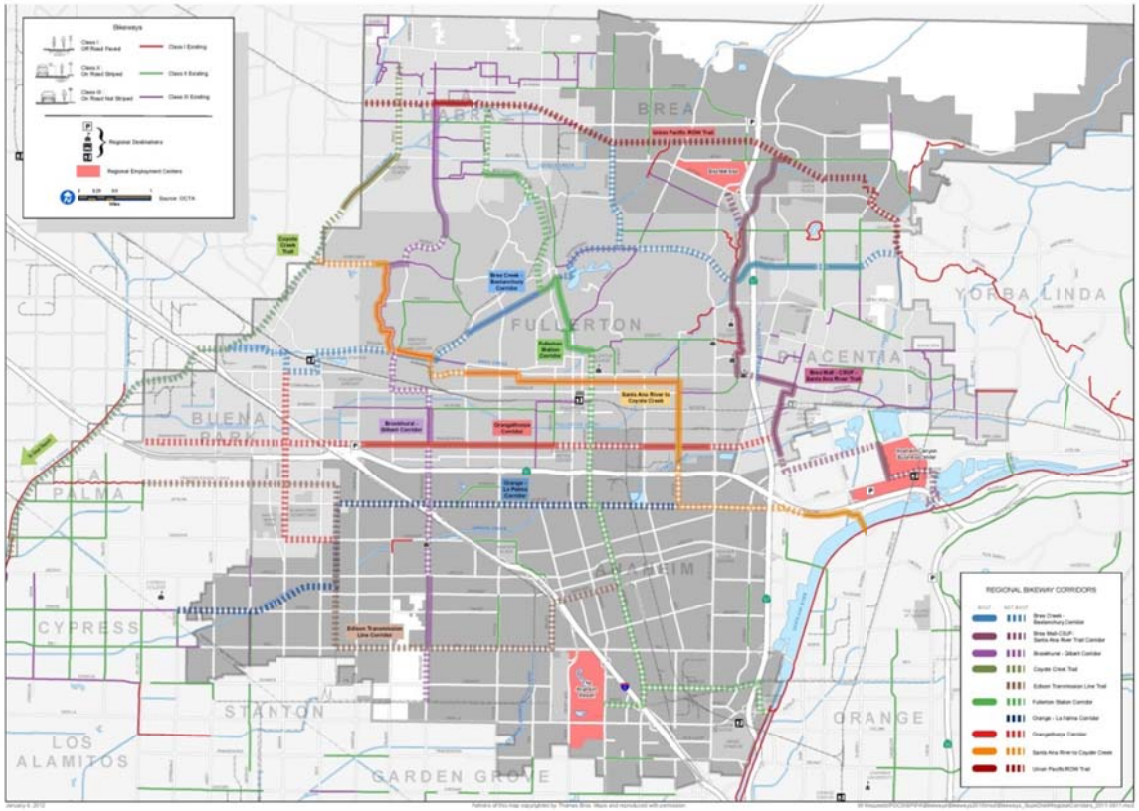
The 10 regional corridors combine existing bikeway facilities with new proposed segments. Many of these corridors build on existing and proposed bikeways identified in the 2009 OCTA CBSP. The top three tier 1 projects for District 4 are:

- Brea Mall – CSUF – Santa Ana River (Brea, Fullerton, Placentia, Anaheim)
- Santa Ana River to Coyote Creek (Anaheim, Fullerton, Buena Park)
- Union Pacific ROW (La Habra, Brea, Yorba Linda)

The map on the following page shows the 10 regional corridors.
The map labeled "Near Term Projects" shows the three focus corridors.

[4] http://www.octa.net/pdf/4thDistrictBikewaysReport.pdf pg., 1

Figure E.1 – Fourth Supervisorial District Regional Bikeway Corridors



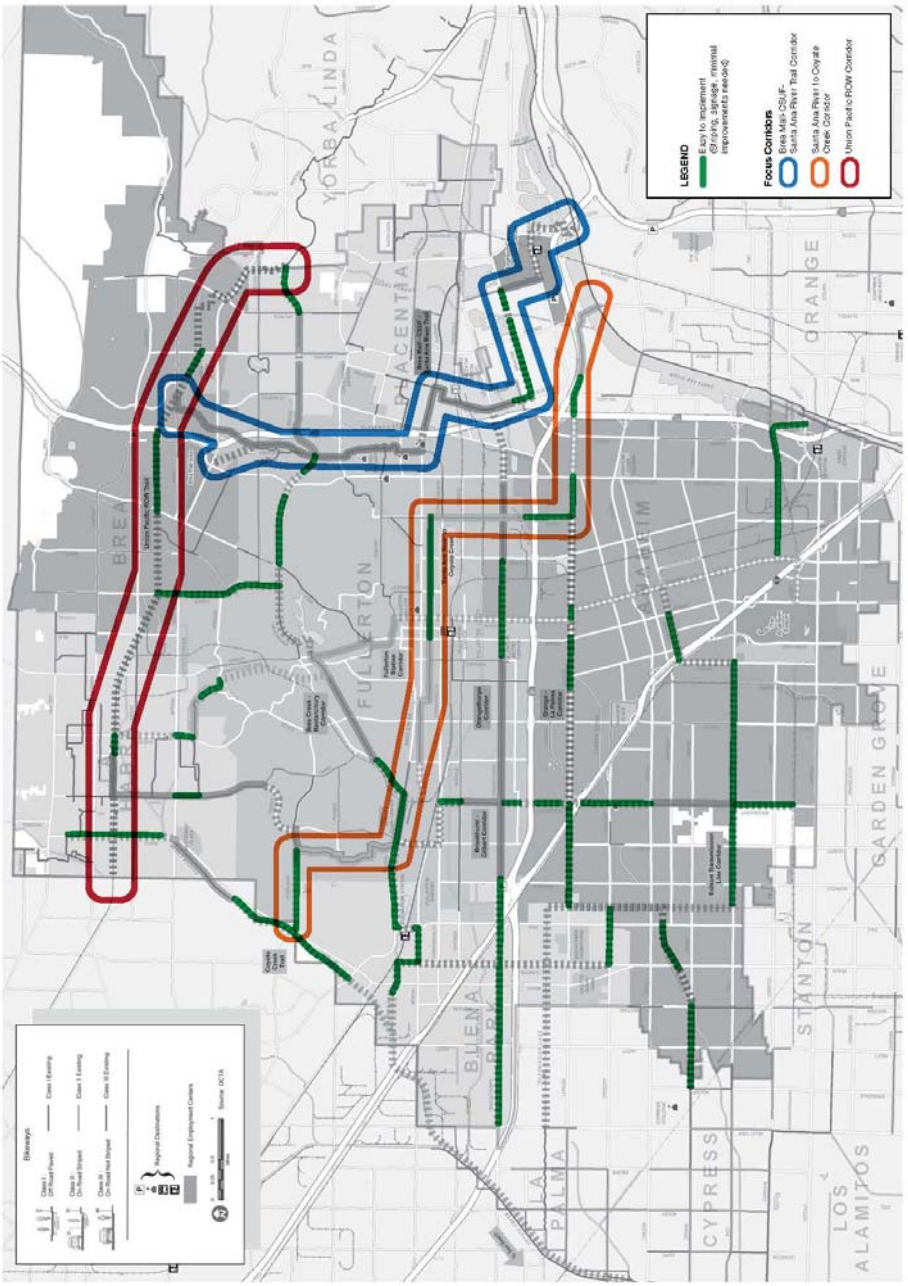


Figure 3.1 – Potential Near-Term Projects

E. Implementation of Bikeway Strategies

While OCCOG and OCTA have commissioned this report, implementation of bikeway corridors will be led by the city(s) or the County with right-of-way jurisdiction. In some cases, roadways are managed by Caltrans, such as Pacific Coast Highway (State Route 1), or at freeway interchanges. While OCCOG and OCTA promote the implementation of corridors recommended in this report, final design, construction, and maintenance would ultimately need to be accepted by the respective jurisdictions. Additionally, the city(s) or the County may need to coordinate with various landowners such as utility companies, rail operators, and the OCTA for right-of-way acquisition. As the current owner of the PEROW, OCTA has ultimate discretion regarding uses within the old rail corridor.

F. Bike Share Program

Purpose: OCTA's Bike Share Program is a service in which bicycles are made available for shared use to individuals on a very short term basis. The main purpose is transportation - bike share allows people to depart from point "A" and arrive at point "B" free from the worries of ownership. OCTA's Bike Share Program offers subscriptions that make the first 30 minutes of use very inexpensive, encouraging their use as transportation.

Goals:

- Complete two-year pilot project in Fullerton. Program launched in Q1, 2014
- The two-year pilot project currently has 10 stations. Ultimately, there will be 15 stations operating within the next several months as part of the pilot project.
- Evaluate results of pilot program.
- Expand program as required

Benefits:

- The pilot program is designed to help students get from public transportation to the California State University Fullerton campus.

- Other benefits include:
    - Seamless transfer to public transit or to a car without concern about leaving a bike behind
    - Flexibility of not having to always park and own a bicycle
    - Affordable access to bicycles for short-distance trips
    - Reduces traffic congestion, noise, and air pollution
    - Solves the "last mile" problem and connects users to public transit networks

X. Pedestrian Programs

Pedestrian-friendly environments improve the efficiency and connectivity of other modes of transportation, such as transit. A safe and attractive walking environment also furthers the goals of environmental sustainability by supporting reduced automobile dependence. Pedestrian programs and improvements are currently underway in many jurisdictions and will continue to be supported in Orange County.

Section 6

Fiscal Sustainability:

Ensure fiscal health through prudent financial management and by protecting and leveraging available revenue sources.

Objectives:

- Financial Management
- Efficient Operations
- External Funding Maximized

Contents

I. Introduction

OCTA must address both current and future challenges confronting its capacity to fund long-term sustainable transportation solutions for the residents of Orange County. In recent years, OCTA's financial acumen and conservative fiscal management have been the underpinnings of its ability to weather the financial crisis better than many other agencies.

In the future, the need for prudent financial management of taxpayer dollars will be even greater as traditional funding sources for transportation projects are not expected to keep pace with growth in travel demand. Whether it will be a downward restructuring of state and federal funding or an increasing set of expenses associated with capital acquisitions and fuels cost, OCTA will likely face less stable and less generous funding in the foreseeable future.

As a careful and responsible steward of public funds, OCTA is positioning itself to deal effectively with new fiscal realities. It is expanding its commitment and capacity for disciplined, effective financial management practices and systems throughout the organization. At the same time, OCTA is maximizing operational efficiencies to reduce the cost of delivering capital projects, transit services and other transportation programs that fully meet user needs and expectations. To remain fully solvent, however, and help finance transportation programs and projects needed to meet growing future travel demands, OCTA must also strengthen its ability to attract federal and state funding as well as other external funds, including new grant revenue sources. Finally, to avoid unnecessary future costs it must implement asset management and maintenance programs.

The following spreadsheet summarizes the programs and projects which support the primary objectives of the Fiscal Sustainability Goal Area. High level overviews of each program are discussed in this section and if further information is required, the guiding documents web links are provided.

This section reviews OCTA programs which enhance fiscal sustainability and accomplish our objectives.

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Fiscal Sustainability: ***ensure fiscal health through prudent financial and resource management and by protecting and leveraging revenue sources.***					
Objective 1 - Financial Management *ensure OCTA's financial future through proper resources mobilization, prioritization of programs, the budgetary process, efficient management of resources and existing controls.*					
	Comprehensive Business Plan (CBP) *Financially constrained business planning tool providing a 20 year cash flow for programs and services*				
		Budget Policy	Adopted Annual balanced budget	*Subject to public hearings. *Expenses controlled at the Major Object Level. They are: - salaries and benefits - services and supplies - capital expenditures	226
		Position Control Policy	In combination with the annual budget, full-time equivalent (FTE) positions are approved by the Board.	FTE's do not exceed the level approved by the Board. Positions are filled at or below the salary grade approved by the Board.	226
		45-Day Working Capital Policy	Provides a 45-day fund reserve for transit operations.	Reserve fund is to protect against fluctuations in revenues and expenditures and/or changes in funding or major expense items.	226

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 2- Efficient Operations *ensure that Division operations are efficient in terms of using as little resources as needed, and effective in terms of meeting customer requirements.*					
	Review and Compliance Programs				
		OCTA Financial Statements	Ensures accuracy of OCTA financial statements and schedules.	Annually, OCTA will seek an unqualified/unmodified opinion as to the accuracy of the financial statements and schedules. Results are delivered to the Board.	236
		State Triennial Performance Review	Review evaluates Transit Division's organizational effectiveness, efficiency, and economy of operation.	Measure performance against acceptable criteria and focus on management planning and control.	236
		Federal Triennial Review	Review determines compliance with the Federal Transit Administration's (FTA) Urbanized Area Formula Program.	Meet statutory and administrative requirements.	237
		Measure M1 and M2 compliance	Annual TOC hearings on the Measure M program ordinance compliance.	Always be in compliance with the Measure M Ordinance	236

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 3 - External Funding Maximized *seek and maintain external funding sources to help finance transportation programs and projects*					
	State/Federal Obligation Authority (OA)				
		Program year OA	Federal government redistributes OA not used by other states to those who have or will achieve 100 percent delivery of OA.	OCTA must obligate 100 percent of its estimated OA by May 1.	237
	State/Federal Funding Sources and Amounts by Fiscal Year				
		Fiscal year state and federal funding applications	Receipt of the maximum amount of state/federal funding by project type.	Apply for and receive the maximum amount of state/federal funding for each eligible project.	237

II. Long-Term Financial Planning

"In an effort to ensure long-term sustainability of transportation programs and services, OCTA developed a Comprehensive Business Plan (CBP). The CBP is a financially constrained business planning tool providing a 20-year cash flow for each of OCTA's transportation programs and services as the baseline for developing the annual budget. The plan details a comprehensive, multi-modal approach ensuring financial viability for each of OCTA's programs and developed consistent with the goals of OCTA's Strategic Plan and Long-Range Transportation Plan."[1]

A. Relevant Financial Policies

OCTA utilizes several financial policies in guiding day-to-day operations and ensuring long-term financial sustainability. While there are overriding agencywide financial policies, some financial policies are program-specific. A brief description of the major financial policies follows:

1. Budget Policy

OCTA's Budget Policy articulates that an annual budget will be prepared in accordance with the CBP, will be subject to a public hearing, and expenses will be controlled at the "Major Object" level. The three Major Objects for expenses at OCTA are: 1) salaries and benefits; 2) services and supplies; and 3) capital expenditures.

2. Position Control Policy

OCTA's Position Control Policy includes the control, maintenance, and reporting of OCTA's annual allocation of full-time equivalent (FTE) positions as approved by the Board. The Position Control Policy ensures that OCTA does not actively employ more FTEs than approved by the Board and ensures that positions are filled at or below the salary grades approved in the annual budget.

3. OCTD 45-Day Working Capital Policy:

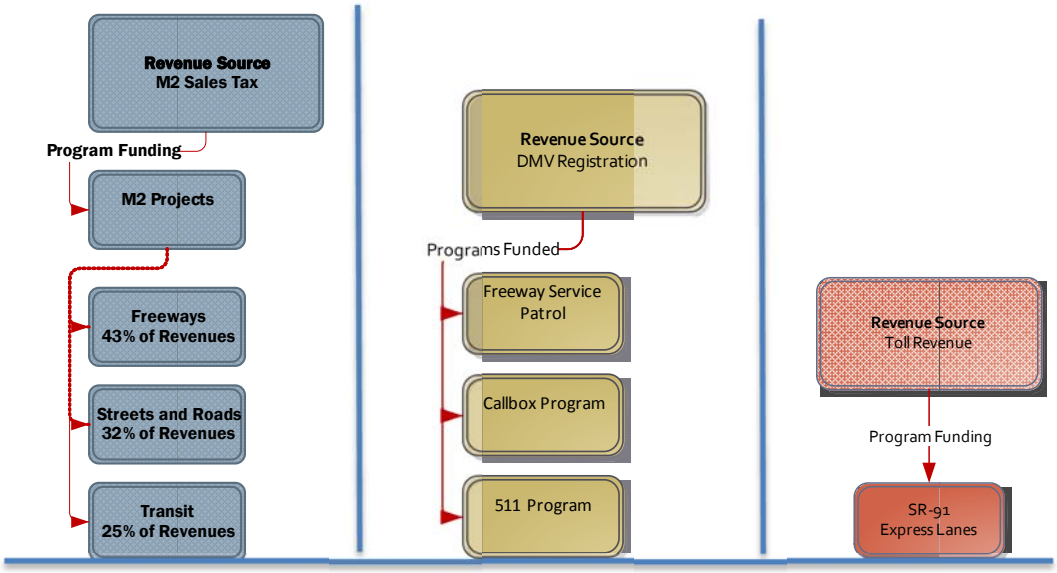
The CBP requires a 45-day working capital reserve fund for transit operations. This reserve fund is in place to accommodate normal fluctuations in revenues and expenditures and protects against significant changes in funding or major expense items.

[1] Comprehensive Annual Financial Report, 2012, pg. vii

III. Sources of Revenue and Programs they Fund

The graphic below depicts OCTA revenue sources and the intended purpose they are to fund. Annually, OCTA develops a balanced budget for the upcoming fiscal year. The budget details the expected sources and uses of funds. The Board adopts the budget before the beginning of each fiscal year. During the fiscal year, all major budget revisions are presented to the Board for consideration and adoption. On a quarterly basis, financial results are presented to the Board, including all significant variances between actual performance and budget in the areas of revenue, staffing, operating expenditures, and capital expenditures."[2]

Sources of Revenues and Programs they Fund

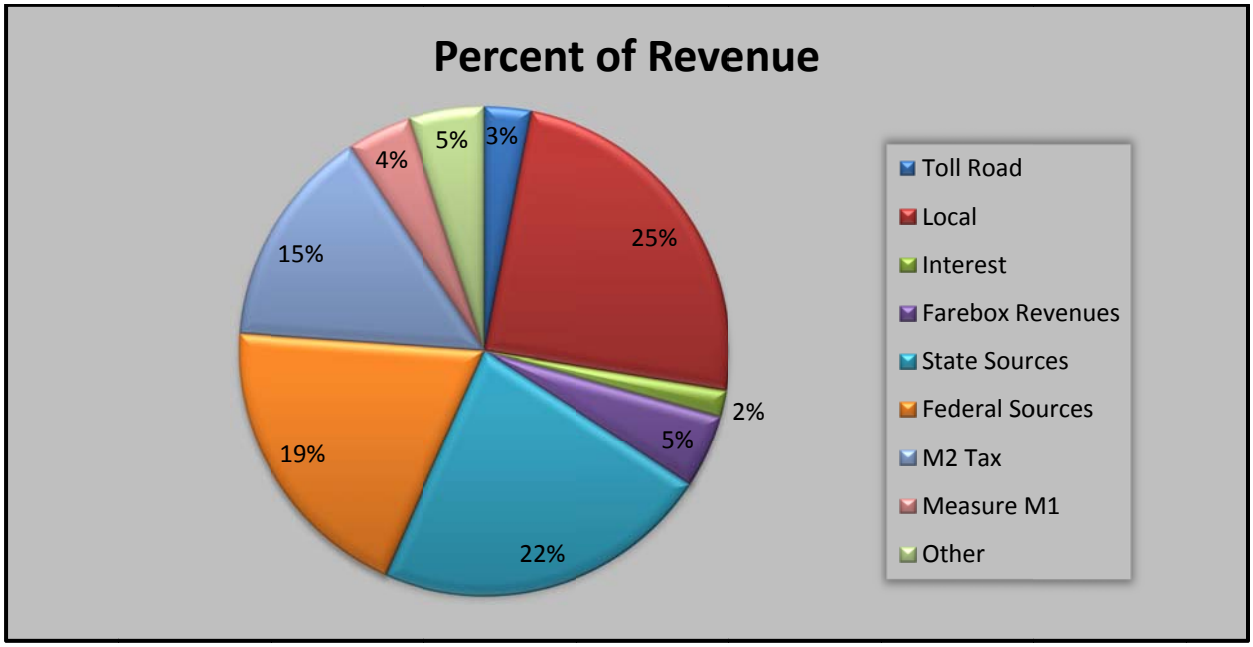


Grants: State and federal grants are generally program and project specific.
Note: See section "Sources of Funds" for a definition of each of the revenue sources listed

[2] Comprehensive Annual Financial Report, 2012, pg. vii

IV. Sources of Funds

The chart labeled "Percent of Revenue" shows the percentage amount of budgeted revenue for fiscal year 2013-14. "Total sources of funds are a combination of $954.1 million in revenue and the planned use of $299.6 million in reserves for a total of $1,253.7 million. "[3] Funding sources come from three areas: 1. Local operating revenues, 2. State sources, and 3. Federal sources. From year to year, the percent of each funding source may vary slightly.



A. Definitions of Fund Sources

1. Toll Road

The SR-91 Toll Road Fund is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes.

2. Local Funding Sources

Local funding sources are recurring local (operating) revenues OCTA expects to receive for each fiscal year. The list and definition of each revenue source is as follows:

a) Local Transportation Fund (LTF)

The LTF was established in 1971 through the Transportation Development Act (TDA) and is derived from a one-quarter percent state sales tax collected in Orange County. LTF revenues are used only for public transit and provide funding for a variety of transportation services including regional transportation planning, bus stop improvements, fixed-route bus operations, and paratransit services.

[3] OCTA Fiscal Year 2012-14 Budget, pg., 14

b) Advertising

Revenue received from advertising through the transit system.

c) Property Tax

Property taxes are allocated to OCTA from the County based upon a percentage of real property taxes levied by the County.

d) Department of Motor Vehicles; California Service Authority for Freeway Emergencies (SAFE)

OCTA provides motorist aid call boxes through the SAFE program. A $1 annual fee is collected per vehicle registration by the Department of Motor Vehicles for the program.

e) State Transit Assistance Fund (STAF)

The STAF, created by the California Legislature in 1971, provides a second source of funds for transportation planning and mass transportation purposes. The primary source of revenue to STAF is a portion of gasoline sales and diesel fuel tax revenue that is appropriated annually by the State Legislature. These revenues may be used for capital and operating expenditures related to public transportation.

3. Interest Income

"It is projected that OCTA will earn $22 million in interest income on its investment portfolio in FY 2013-14. The majority of funds available for investment are earmarked for M1 projects, M2 projects Metrolink Service Expansion Program (MSEP) capital improvements, and Measure M2 Bond Debt Service, which is the interest earnings associated with Build America Bonds. Interest earnings are projected at a conservative rate of 1.5 percent."[4]

4. Farebox Revenues

"These revenues are derived from passenger fares generated from fixed route bus service and paratransit service, including senior and disabled fare subsidies. Farebox revenues represent one of the primary sources used by OCTA to offset the costs of bus service."[5]

5. State Funding Sources

a) Proposition 116

Proposition 116 authorizes general obligation bond issue of $1,990,000.00 to provide funds principally for passenger and commuter rail systems, with limited funds available for public mass transit guideways, paratransit vehicles, bicycle and ferry facilities, and the railroad technology museum. Proposition 116 allocates certain amounts to specified state and local entities through a grant program administered by the California Transportation Commission. Proposition 116 requires matching of funds from local entities. Proposition 116 also appropriates money from state General Fund to pay off bonds.

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[4] OCTA Fiscal Year 2012-14 Budget, pg., 14

[5] OCTA Fiscal Year 2012-14 Budget, pg., 14

b) Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)

Proposition 1B authorizes the state to sell about $20 billion of general obligation bonds to fund transportation projects to relieve congestion, improve the movement of goods, improve air quality, and enhance the safety and security of the transportation system. Listed below are other programs funded under Proposition 1B:

(1) Corridor Mobility Improvement Account (CMIA)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B on November 7, 2006, includes $4.5 billion in program funding to be made available to the Corridor Mobility Improvement Account (CMIA). Upon appropriation in the annual Budget Bill by the Legislature, CMIA funds are made available to the California Transportation Commission, for allocation for performance improvements on the state highway system or major access routes to the state highway system.

The CMIA presents a unique opportunity for the state's transportation community to provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit travelers.

(2) Highway-Railroad Crossing Safety Account (HRCSA)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provides $250 million for high-priority grade separation and railroad crossing safety improvements.

(3) State-Local Partnership Program (SLPP)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized $1 billion in funding to the State-Local Partnership Program (SLPP), upon appropriation by the Legislature, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. The Bond Act required a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

(4) Trade Corridor Improvement Fund (TCIF)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes $2 billion, upon appropriation in the annual Budget Bill by the Legislature, made available to the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance," in California and along other corridors with high volumes of freight movement.

(5) Traffic Light Synchronization Program (TLSP)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, included $250 million program funding for traffic light synchronization projects and other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads. The Traffic Light Synchronization Program (TLSP) is funded through monies deposited in the Highway Safety, Rehabilitation, and Preservation Account.

c) State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years.

d) Planning, Programming, and Monitoring (PPM)

Under the STIP, every Regional Transportation Improvement Plan (RTIP) may add new programming for PPM in 2009-10 and 2010-11, subject to the PPM 1 percent and 5 percent limitations.

6. Federal Funding Sources

Each fiscal year, OCTA receives state and federal funds. Funding is based on the project specifications. The following is a list, with definitions, of the various funding OCTA applies for each year:

a) Congestion Mitigation Air Quality (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) program was established with an authorization level of $6 billion. The CMAQ program supports surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief.

b) Regional Surface Transportation Program (RSTP)

The RSTP provides flexible funding that may be used by states and localities for projects that preserve and improve the transportation system consistent with regional priorities. The funds may be utilized on any federal-aid highway, including the national highway system, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

c) Federal Transit Administration (FTA) Section 5307 - Urbanized Area Formula Capital Grant Program

FTA Section 5307 - Urbanized Area Formula Funding program (49 U.S.C. 5307) provides federal resources to urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. This program specifically provides funding for transit capital and operating assistance in urbanized areas and for transportation related planning.

d) FTA Section 5309 - Discretionary Capital Grant Program

FTA Section 5309 - Discretionary Capital Grant is a transit capital investment program (49 U.S.C. 5309) and provides capital assistance for three primary activities:

(1) New Fixed-Guideway Systems: (New Starts Program and Small Starts)

"The New Starts program provides funds for construction of new fixed-guideway systems or extensions to existing fixed-guideway systems. The Small Starts program provides funds to capital projects that either:

- Meet the definition of a fixed-guideway for at least 50 percent of the project length in the peak period or

- Corridor-based bus projects with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday. The Federal assistance provided or to be provided

under Section 5309(e) must be less than $75 million and the project must have a total capital cost of less than $250 million, both in year of expenditure dollars."[6]

(2) New and Replacement Buses and Facilities: (Bus and Bus Related Facilities program, Section 5309)

"The Bus and Bus Related Equipment and Facilities program (Bus program) provides capital assistance for new and replacement buses, related equipment, and facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas."[7]

(3) Modernization of existing rail systems: (Fixed-Guideway Modernization program)

"Rail Fixed-Guideway Systems are categorized as any light, heavy, or rapid rail system, monorail, inclined plane, funicular, trolley, or automated guideway that:

- Is not regulated by the Federal Railroad Administration; and
- Is included in FTA's calculation of fixed-guideway route miles or receives funding under FTA's formula program for urbanized areas (49 U.S.C. 5336); or
- Has submitted documentation to FTA indicating its intent to be included in FTA's calculation of fixed-guideway route miles to receive funding under FTA's formula program for urbanized areas (49 U.S.C. 5336)."[8]

7. Local Transportation Authority (LTA) Measure M2 Tax

Also known as Measure M2 was passed in November 2006 by 70 percent of Orange County voters to continue with transportation investments funded by the local half cent sales tax for another 30 years. The funds are allocated to Orange County cities and the County of Orange to maintain and improve local streets and roads, along with transit fare reductions for seniors and persons with disabilities.

8. Revenue Reserves

OCTA sets aside reserve revenue for future capital and service requirements. Two funding sources are utilized for reserve revenue, Measure M1 and Other."[9]

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[6] http://www.fta.dot.gov/12304_3559.html

[7] http://www.fta.dot.gov/grants/13094_3557.html

[8] http://www.fta.dot.gov/grants/13093_3558.html

[9] OCTA Fiscal Year 2013-14 Budget, pg., 15

V. Uses of Funds

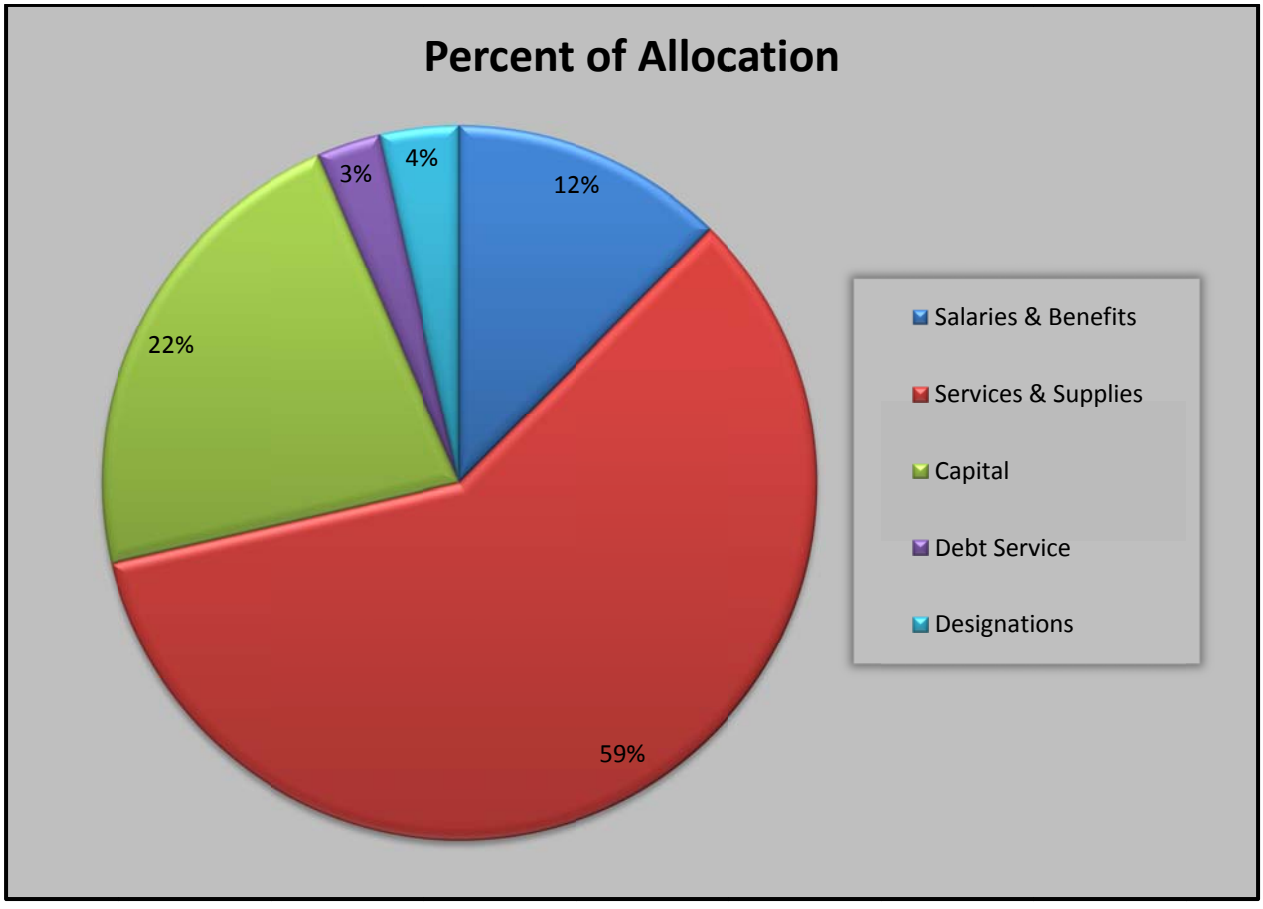
Uses of funds are usually allocated to five categories which are listed below. For FY 2013-14, the percent allocations are represented in the pie chart below.

A. Salaries and Benefits

Salaries and benefits include the cost of salaries and employee benefits.

B. Services and Supplies

"These items include appropriations for the purchase of services (e.g., engineering, design, legal and audit services) and supplies (e.g., fuel, office supplies, training, and travel). These services and supplies also fund contributions to other agencies for the M2 Local Fair Share, Anaheim Regional Transportation Intermodal Center, M2 Regional Capacity Program grant payments, Environmental Mitigation Program, Metrolink Service Expansion program and on-going operations, M1 Turnback and Combined Transportation Funding program, MSEP, and Rolling Stock."[10]



[10] OCTA Fiscal Year 2013-14 Budget, pg., 15

C. Capital & Fixed Assets

"This category of expenses includes all capital equipment purchases ($5,000 minimum and an initial useful life in excess of one year), vehicle procurements, freeway and capital construction projects, and right-of-way acquisitions. The majority of capital investments over the next five years will be made in the following projects: grade separation projects, bus procurements, environmental mitigation, SR-57 Northbound Freeway projects, and SR-91 Freeway projects."[11]

D. Debt Service

"Funds in this category are used to account for the accumulation of resources for, and payment of, OCTA's long-term debt obligations, including principal, interest, and related costs."[12]

E. Designation of Funds

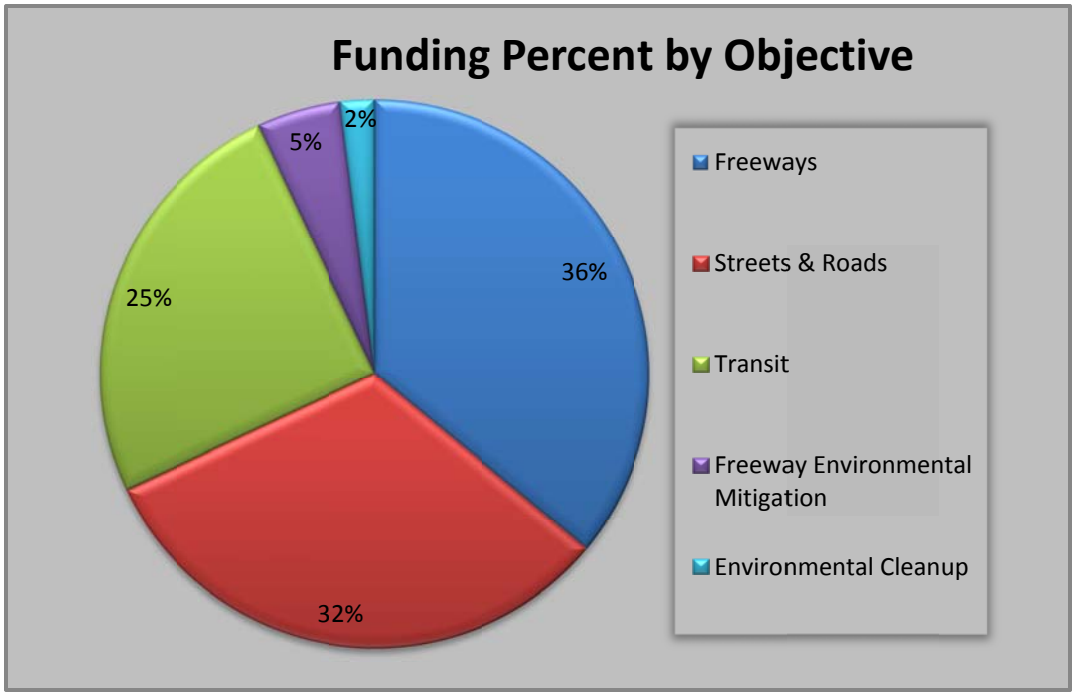
"Funds in this category are set aside for future use, i.e., future bus purchases and future capital projects."[13]

[11] OCTA Fiscal Year 2013-14 Budget, pg., 16

[12] OCTA Fiscal Year 2013-14 Budget, pg., 15-16

[13] OCTA Fiscal Year 2012-14 Budget, pg., 16

VI. M2020 Funding Breakdown



A. Freeways

Orange County freeways will receive 43 percent of net M2 revenues. The revenues include 5 percent funding allocated to the Freeway Environmental Mitigation Program and 2 percent to the Environmental Cleanup Program.

B. Street and Road Improvements

Orange County has more than 7,300 lane miles of streets and roads, many in need of repair and rehabilitation. M2 will allocate 32 percent of net revenues to streets and roads. These funds will help fix potholes, improve intersections, synchronize traffic signals countywide, and make the existing network of streets and roads safer and more efficient.

C. Transit

Orange County's rail and bus service will receive 25 percent of M2 net revenues. These funds will be used to add transit extensions to the Metrolink corridor, reduce bus fares for senior citizens and persons with disabilities, and establish local bus circulators.

VII. Fiscal Sustainability Strategies

A. Comprehensive Business Plan (CBP)

The CBP is a business planning tool used to assist OCTA in implementing its strategic goals and objectives. "[14] OCTA takes a conservative approach in preparing a balanced budget annually. "The CBP lays the foundation for the annual budget process and is consistent with the OCTA Strategic Plan, M2020 Plan, and the Long Range Transportation Plan.

The CBP summarizes OCTA's programs and outlines annual goals and objectives as directed by the Board of Directors. The Finance and Administration (F&A) Division uses financial modeling, divisional input and review, and a study of economic influences and programmatic needs to ensure the financial viability of each of OCTA's programs when building the CBP. The CBP provides the financial framework for OCTA projects and programs and is updated annually.

B. OCTA Financial Statements

Each year, an independent audit will be conducted on OCTA's financial statements and schedules, and on the 91 Express Lanes Fund Financial Statements for Board review. At the end of each calendar year, OCTA will seek an unqualified/unmodified opinion as to the accuracy of the financial statements and schedule presentations. The results of the opinions will be delivered to the Board by the F&A Division with the Comprehensive Annual Financial Report.

C. Measure M1 and M2 Compliance

Measure M, Orange County's one-half cent sales tax for transportation, passed in 1990 and renewed in 2006, calls for an oversight committee to serve as a watchdog over the program. As required by the Measure M Ordinance, the TOC conducts an annual public hearing. Committee members report on recent activities and receive comments from members of the public on the implementation of Measure M for the previous year. The TOC determines if OCTA is proceeding in accordance with Measure M requirements and ordinances which include the M1 Countywide Traffic Improvement and Growth Management Plan and the M2 Transportation Ordinance and Investment Plan. OCTA's strategy is to always be in compliance with the Measure M Ordinance.

D. State Triennial Performance Review

OCTA's last State Triennial Performance Review was concluded in 2013. The next review will be conducted in 2016. The audit reviews OCTA's activities as a regional transportation planning entity and the Orange County Transit District (OCTD) as a transit operator. It includes a review of OCTA's administration and management, claimant relationships, planning and regional coordination activities, marketing and transportation alternatives, and grant application and management.

The performance audit is a systematic process of evaluating the organization's effectiveness, efficiency, and economy of operation under management control. The objectives of the audit are to provide a means for evaluating an organization's performance and to enhance performance by making recommendations for improvement. The audit measures performance against acceptable criteria and focuses on management's planning and control system. In addition, the audit evaluates the adequacy of the organization's systems and the degree of compliance with established policies and procedures.

[14] OCTA Comprehensive Business Plan 2012-13, pg., 5

E. Federal Triennial Review

OCTA's last Federal Triennial Performance Review was concluded in late 2013. The next review will be conducted in 2016. "The Federal Triennial Review is one of the Federal Transit Administration's (FTA) management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the triennial review occurs once every three years. It examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements, especially those that are included in the Annual Certifications and Assurances that grantees submit. The review currently examines 23 areas. In addition to helping evaluate grantees, the review gives FTA an opportunity to provide technical assistance on the latest FTA requirements and aids FTA in reporting to the Secretary, Congress, other oversight agencies, and the transit community on the Urbanized Area Formula Program."[15]

F. State/Federal Obligation Authority (OA) by Program Year

The federal government requires states to obligate federal funds by September 30 of each year or lose the funding or obligation authority (OA). To ensure timely use of available funding, OCTA prepares an annual obligation plan to obligate 100 percent of state/federal funds in the programmed year.

The State of California annually receives Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) apportionments from the Federal Highway Administration. OCTA receives a share of the apportioned funds, approximately $42 million in CMAQ and $33 million in RSTP funds, to fund regional projects. The best way to maximize CMAQ and RSTP apportionments is through the full and complete obligation of the available federal apportionment every year. In order to preserve federal funding, OCTA has developed a fiscal year federal OA Plan designed to position OCTA to use OA that is not used by other states, through a process known as "August Redistribution." This occurs when the federal government redistributes OA not used by other states to those who have or will achieve 100 percent delivery of OA.

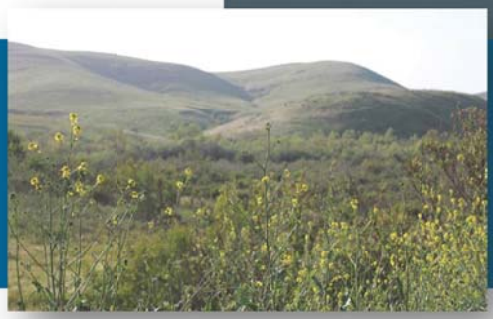
In order to be eligible to receive August redistribution, OCTA must obligate approximately $72.028 million in federal funds to projects or 100 percent of its estimated OA by May 1.

G. State/Federal Funding Sources and Amounts by Fiscal Year

OCTA receives State and Federal funds each fiscal year based on the type of projects OCTA is carrying out. When undertaking projects throughout the County, from Bike Programs to Traffic Light Synchronization, OCTA seeks to obtain the maximum amount of state, federal, and grant monies possible to help with the funding obligations.

[15] http://www.fta.dot.gov/grants/12897.html

Section 7



Stewardship:

Embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.

Objectives:

- Environmental Sustainability
- Safety

Contents

I. Introduction

Stewardship is a core OCTA responsibility as it has been repeatedly entrusted with the wise and careful management of critical public resources. Careful stewardship of public funds has enabled OCTA to meet the promises it had made to voters with the passage of Measure M in 1990. In the years since Orange County residents saw that OCTA fulfilled that promise with tangible results; delivering transportation projects on time and on budget. By earning public trust, OCTA set the stage for M2 where voters have expressed a continued willingness to invest local tax dollars in transportation infrastructure and environmental mitigation programs.

Stewardship encompasses efforts to mitigate the impacts of transportation projects and programs on the natural environment; a public resource critical to the high quality of life in Orange County. OCTA is currently engaged in an ongoing integrated, agency-wide approach to environmental stewardship, planning and implementation. Finally, OCTA continues to make safety a stewardship priority, including both the public that relies every day on the transportation system and the employees and contractors who develop, manage and operate the system.

This section of the 2014-2019 OCTA Strategic Plan discusses programs and projects which address government mandated environmental measures, and OCTA health and safety programs/projects.

The following spreadsheet summarizes the programs and projects which support the primary objectives of the Stewardship Goal Area. High level overviews of each program are discussed in this section and if further information is required, the guiding documents web links are provided.

This section reviews OCTA programs which enhance stewardship and accomplish our objectives.

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Stewardship: ***embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.***					
Objective 1 - Environmental Sustainability *consider environmental sustainability in planning and operations*					
	M2 Freeway Environmental Mitigation Program (EMP)				
		The EMP provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2 freeway improvements projects as discussed in the Mobility section.	Minimizes and/or reduces regulatory delays in the implementation of freeway projects and greater environmental benefits.	Implement a prioritization process based on the identified county, Priority Conservation Areas for property evaluation and assessment.	246
	M2 Environmental Clean-up Allocation Program				
		Tier 1 Grant Program	Improves overall water quality in Orange County from transportation-generated pollution.	Mitigate the more visible forms of pollutants, such as litter and debris that collects on roadways and in storm drains prior to being deposited in waterways and the ocean.	250
		Tier 2 Grant Program	Improves overall water quality in Orange County from transportation-generated pollution.	Fund regional capital-intensive projects which mitigate pollutants. Examples: constructed wetlands, detention/infiltration basins and bioswalls.	250

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 2- Safety *Encourage continual improvements in OCTA's safety and health programs*					
	Sustainability in Operations				
		Construction Safety	Implementation of essential programs to ensure regulatory compliance and safety of each worker.	Zero safety related construction incidents.	252
		Environmental Compliance and Environmental Health and Safety	Minimized adverse environmental impacts on operations.	Maintain environmental compliance on the bus fleet and OCTA operated facilities.	252
		Motor Vehicle and Traffic Safety	Reduction of accidents that cause harm to the public, employees and assets.	Establish an internal Accident Reduction Team; develop strategies toward accident prevention and reduction.	252
		Employee Health and Wellness	Reduction in health related illness.	Continue to offer and foster tools to OCTA employees that promote a healthy work environment.	252

A. Sustainability in Planning and Building

Orange County is expected to accommodate an additional 385,000 plus people over the next five years, and hundreds of thousands more in the next 20 years. As stated in the "*Key Trends for 2014 – 2019*" section of the Strategic Plan, Orange County will also have a significant number of people over the age of 60 as approximately 838,000 baby boomers began turning 65 in 2011. This future growth and aged population will put additional pressure on an already congested transportation system, on communities and neighborhoods that have been in existence for many decades, and on the region's fragile natural environment.

OCTA has worked actively with the people and institutions to create a dynamic regional growth vision based on mobility, livability, prosperity and sustainability. Charged by federal law with preparing a Long Range Transportation Plan (LRTP) every four years to accompany SCAG's Regional Transportation Plan (RTP), OCTA has traditionally focused on the mobility impacts of the region's growth. With the passage of Senate Bill 375 in 2008, OCTA is required to provide an additional area of responsibility with the preparation of a Sustainable Communities Strategy (SCS) to be included in SCAG's RTP. The SCS must include the following components:

- Land use
- Resource and farmland protection
- Demonstration how development patterns and the transportation network can work together to reduce greenhouse gas (GHG) emissions

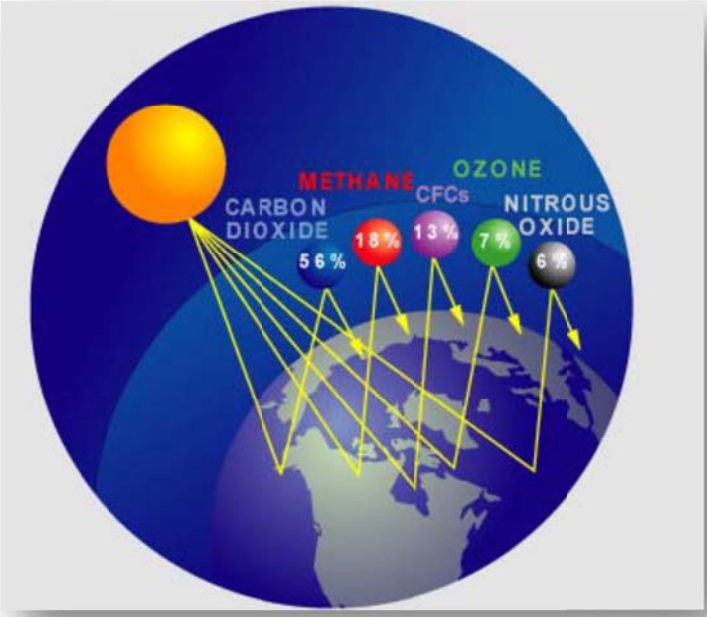
B. Sustainability in Operations

Part of OCTA's mission is to ensure the well-being of OCTA employees, the public, and our environment. Sustainability in operations is accomplished by partnering with federal, state, and local agencies to maintain strict compliance with safety and environmental regulations. OCTA also works with its peers to analyze hazards and develop new concepts that minimize mishaps, injuries, and environmental damage.

OCTA specializes in 5 disciplines: (1) Construction Safety; (2) Environmental Compliance and Environmental Health and Safety; (3) Motor Vehicle and Traffic Safety, and (4) Employee Health and Wellness

II. Sustainability in Planning and Building

A. Addressing California Greenhouse Gas Reduction AB 32 and SB 375

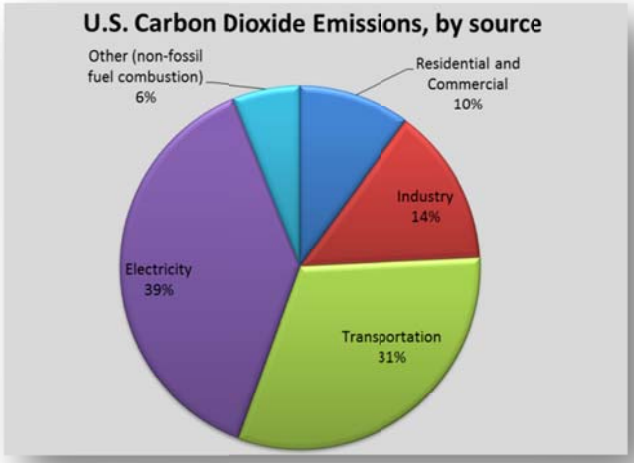


http://www.koshland-science-museum.org/exhibitgcc/images/causes02.jpg

1. Assembly Bill 32 (AB 32) - California Global Warming Solutions Act of 2006

Purpose: AB 32 "Establishes a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases (GHG)."[1]

The graphic to the left depicts the primary greenhouse gases in the Earth's atmosphere. AB 32 is mostly concerned with Carbon Dioxide emissions. Carbon dioxide (CO_2) emissions come from combustion of carbon-based fuels, principally wood, coal, oil, and natural gas. In order, the most abundant greenhouse gases in Earth's atmosphere are: Water vapor (H2O), Carbon Dioxide (CO_2), Methane (CH4), Nitrous Oxide (N2O), Ozone (O3), CFCs.



Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2011.

It should be noted that "while OCTA has been a leading advocate for new, cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes."[2]

Objective: Reduce Greenhouse Gas (GHG) Emissions Statewide

[1] http://www.arb.ca.gov/cc/factsheets/ab32factsheet.pdf

[2] OCTA 2013-2014 State Legislative Platform, pg. 8

a) GHG Reduction Targets:

- Intermediate, reduce GHG emissions to 1990 levels by 2020
- Long-term, reduce GHG emissions to 80 percent of 1990 levels by 2050

b) Key Elements

- Expand and strengthen existing energy efficiency programs and appliances standards
- Achieve statewide renewables energy mix of 33 percent (California is currently around 20 percent)
- Cap and Trade: Western Climate Initiative
- California Light Duty Vehicle GHG Standards
- Low Carbon Fuel Standard
- Million Solar Roofs Program

2. Senate Bill 375 (SB 375) - California's Sustainable Communities and Climate Protection Act

Purpose: "The purpose of SB 375 is to implement the state's greenhouse gas (GHG) emissions reduction goals in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission reduction targets for each Metropolitan Planning Organization (MPO) in the state at two points in the future—2020 and 2035.

"Because greenhouse gas emissions in the transportation sector are closely related to vehicle miles traveled (VMT), a mandated GHG reduction essentially requires SCAG to devise a regional plan and a series of strategies that will produce a per capita reduction in VMT over the next 25 years. Under SB 375, SCAG and California's 17 other MPOs must address GHG reduction in a "Sustainable Communities Strategy," or SCS, that is part of each MPO's Regional Transportation Plan. "[3]

Regional Objective: **"**Achieve GHG emission reductions of 9 percent per capita in 2020 and 16 percent per capita in 2035 (surpassing both reduction targets of 8 and 13 percent for the years 2020 and 2035, respectively)."[4]

3. OCTA Programs and Positions Addressing AB 32 and SB 375

a) OCTA Programs Addressing AB32 and SB 375

"The 2010 LRTP includes a number of projects and programs that will help Orange County and the region attain their GHG emissions reduction targets. The list below identifies some of the transportation projects that may significantly contribute toward the reduction of GHG emissions:

- Fixed-Route (Bus) Service Expansion (Mobility Section)
- Express Bus Service Increases (Mobility Section)
- Bus Rapid Transit (BRT) Implementation (Mobility Section)
- Go Local Bus/Shuttle Program (Mobility Section)
- Stationlink (Bus) Service Increases (Public Service Section)

[3] http://scagrtp.net/content?c=04&s=01
[4] http://scagrtp.net/content?c=04&s=01

- Anaheim Rapid Connection (Fixed-Guidway) Project (Mobility Section)
- Santa Ana-Garden Grove Fixed-Guideway Project (Mobility Section)
- Metrolink (Rail) Service Expansion (Mobility Section)
- High-Speed Rail (not addressed in this Strategic Plan)
- Vanpool and Park-and-Ride Program Expansion (Public Service Section)
- Traffic Signal Synchronization Program (Mobility Section)
- Continuous Access High Occupancy Vehicle (HOV) Lanes (Appendix C)
- Commuter Bikeways Strategic Plan Implementation (Public Service Section)
- Regional Capacity Program"[5] (Mobility Section)

b) OCTA Environmental Policies

"Changes in environmental laws can affect OCTA's ability to plan, develop, and build transit, rail, and highway projects."[6] OCTA admires and supports efforts to keep California's natural environment clean and beautiful; however, some policies, such as cap and trade, have failed in both the United States and Europe and need to be modified and/or dropped. OCTA has a conservative view on environmental programs and takes the following key positions:

- Oppose efforts to grant special interest groups or new bureaucracies' control, oversight, or influence over the California Environmental Quality Act process.

- Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes.

- Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths.

- Support incentives for development, testing, and purchase of clean fuel commercial vehicles.

- Support efforts to seek funding for retrofitting or repowering transit buses with cleaner engines to attain air quality standards.

- Oppose legislation that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes, while encouraging policies that promote regional advance mitigation planning programs.

B. M2 Freeway Environmental Mitigation Program

Purpose: OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2 freeway improvement projects. The EMP is spearheaded by the Environmental Oversight Committee (EOC), which is made up of two OCTA Board Members and representatives from the California Department of Transportation (Caltrans), resource agencies, environmental groups, and the public.

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[5] OCTA 2010 Long Range Transportation Plan, pg. 68
[6] OCTA 2013-2014 State Legislative Platform, pg. 8

Instead of mitigating the natural resource impacts of Measure M2 freeway projects on a project-by-project basis, the EMP presented a comprehensive mitigation approach that provides not only replacement habitat, but also provided the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, Priority Conservation Areas (PCA) have been identified, which include candidate parcels and properties that could be considered for open space purposes. A standardized criteria and prioritization process has been developed to facilitate the property evaluation and assessment. Properties for acquisition and restoration were selected based on:

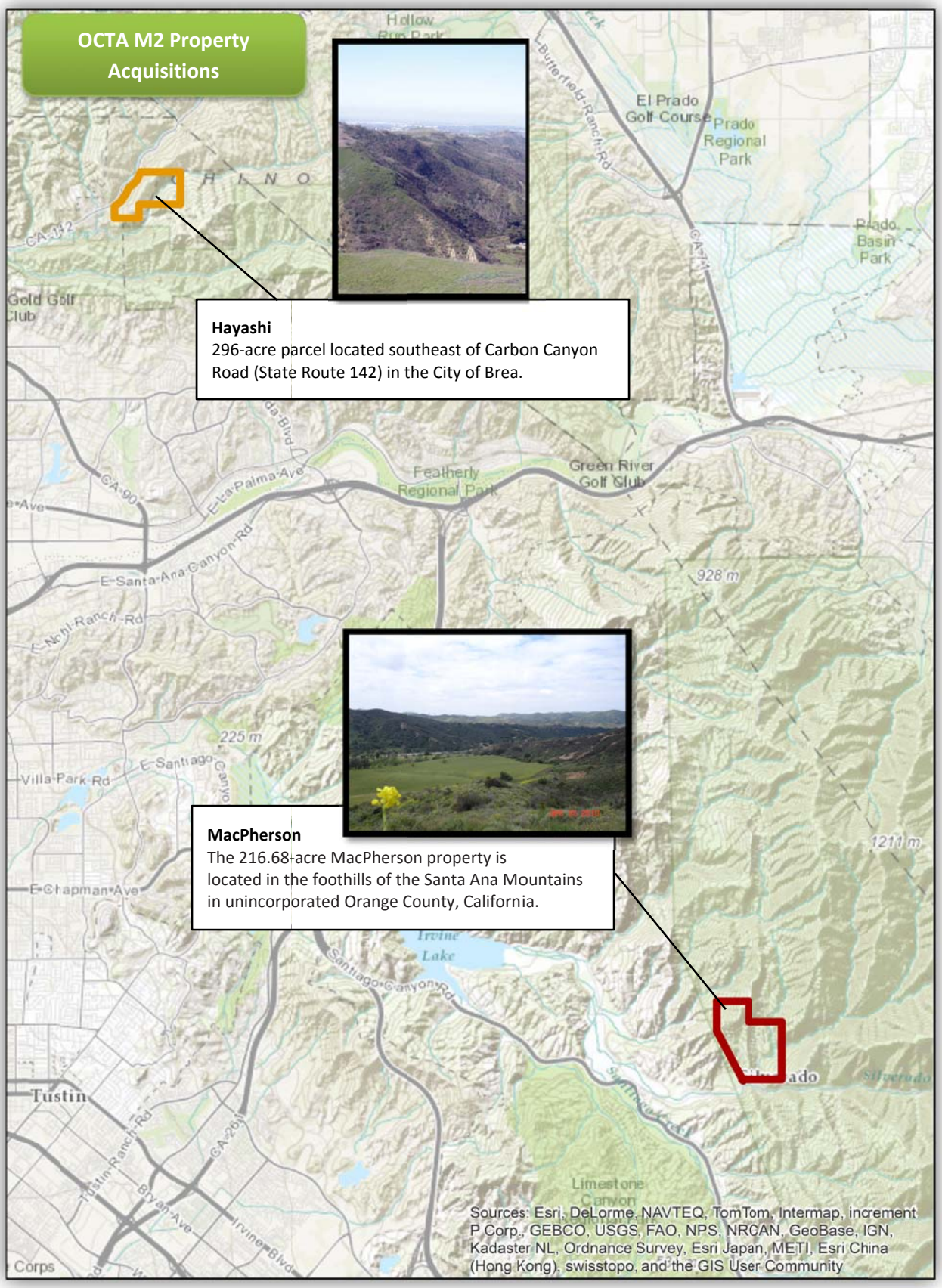
- Conservation Values
- Policy Considerations
- Mitigation Credits
- Mitigation Plan Review and Adoption and
- Real Estate Value/Economics

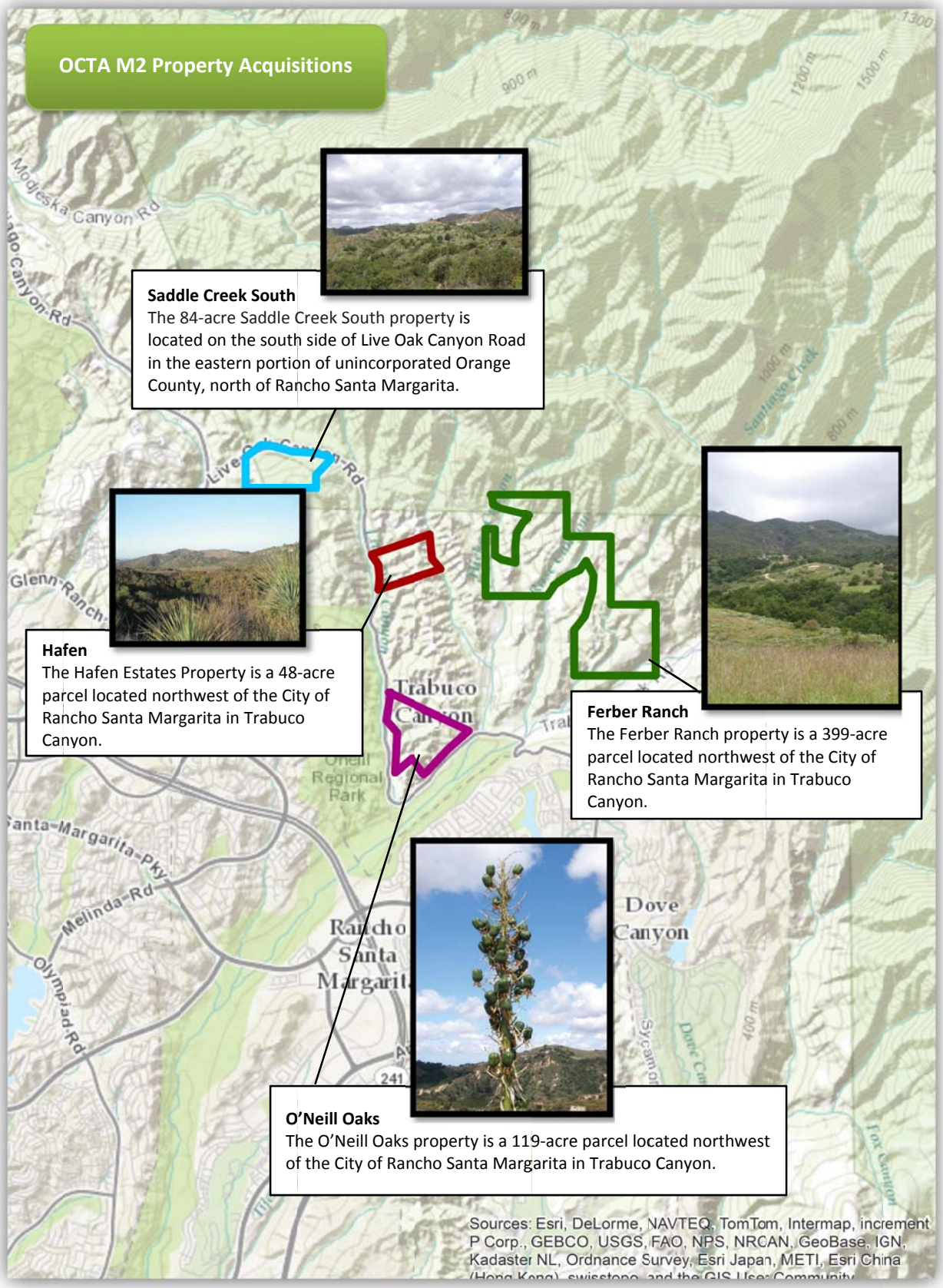
Funding: Approximately $317 million available from Measure M2 (over 30 years)

On August 13, 2007, the OCTA Board of Directors approved a five-year Renewed Measure M (M2) Early Action Plan to implement the EMP. Approximately $55 million was bonded against future revenues for this program. These funds enabled OCTA to undertake property acquisitions and funding of restoration projects in advance of the sales tax revenue collection, which began in April 1, 2011. In addition, this enabled OCTA to initiate the Natural Community Conservation Planning process which essentially serves as the biological permit for the construction of the 13 freeway projects. The Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) is currently underway. The OCTA Board of Directors authorized release of the draft NCCP/HCP in late January 2014. It is anticipated this draft will be released in Spring 2014 for a 90-day public review/comment period. The final NCCP/HCP along with the Implementing Agreement is anticipated to be approved by the wildlife agencies within the next 12 to 18 months.

As part of the EAP expenditure, in November 2010, the Board authorized $42 million to purchase open space in Orange County during the first round of funding. In 2011, OCTA acquired five properties totaling more than 950 acres of open space in the Trabuco Canyon area and in Brea. In May 2012, $4.7 million was allocated to restore another 214 acres. Reference maps on the following pages for location and description of properties. In December 2013, OCTA acquired a sixth property in the Silverado-Modjeska area. To date, approximately 1150 acres of open space lands has been acquired.

Benefit: The project has the potential to minimize or reduce regulatory delays in the implementation of freeway projects and to result in greater environmental benefits than could be achieved through traditional project-by-project mitigation. This approach provides more significant benefits with strategic acquisitions that enhance existing wildlife linkages and connectivity.


OCTA M2 Property Acquisitions
Hollow Run Park
El Prado Golf Course
Prado Regional Park
Butterfield Ranch Rd
CHINO
CA-142
Prado Basin Park
Gold Golf Club
Hayashi
296-acre parcel located southeast of Carbon Canyon Road (State Route 142) in the City of Brea.
Featherly Regional Park
Green River Golf Club
E La Palma Ave
CA-90
E Santa Ana Canyon Rd
E Nohl Ranch Rd
928 m
225 m
Villa Park Rd
E Santiago Canyon
MacPherson
The 216.68-acre MacPherson property is located in the foothills of the Santa Ana Mountains in unincorporated Orange County, California.
1211 m
E Chapman Ave
Irvine Lake
Santiago Canyon Rd
Silverado
Tustin
Tustin Ranch Rd
CA-261
Bryan Ave
Irvine Blvd
Limestone Canyon
Corps
Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community


OCTA M2 Property Acquisitions
Saddle Creek South
The 84-acre Saddle Creek South property is located on the south side of Live Oak Canyon Road in the eastern portion of unincorporated Orange County, north of Rancho Santa Margarita.
Hafen
The Hafen Estates Property is a 48-acre parcel located northwest of the City of Rancho Santa Margarita in Trabuco Canyon.
Ferber Ranch
The Ferber Ranch property is a 399-acre parcel located northwest of the City of Rancho Santa Margarita in Trabuco Canyon.
O'Neill Oaks
The O'Neill Oaks property is a 119-acre parcel located northwest of the City of Rancho Santa Margarita in Trabuco Canyon.
Modjeska Canyon Rd
Glenn Ranch
Trabuco Canyon
Dove Canyon
Rancho Santa Margarita
Melinda Rd
Olympiad Rd
Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China

Continuing Efforts: OCTA has approximately $5 million remaining in the M2 Environmental Program for additional land investments. It is anticipated OCTA will complete the acquisition process utilizing the remaining funds within the next 18 months.

C. M2 Environmental Clean-up Allocation Program

Purpose: The Environmental Cleanup Program (Program) helps improve overall water quality in Orange County from transportation-generated pollution. On August 13, 2007, the OCTA Board of Directors approved a five-year Renewed Measure M (M2) Early Action Plan to implement street and highway related water quality improvement programs and projects that will assist Orange County cities, the County of Orange and special districts to meet federal Clean Water Act standards for urban runoff. The environmental cleanup funds may be used for water quality improvements related to both existing and new transportation infrastructure, including capital and operations improvements such as:

- Catch basin screens, filters and inserts
- Roadside bioswales and biofiltration channels
- Wetlands protection and restoration
- Continuous deflective separation units
- Maintenance of catch basins and bioswales
- Other street-related best management practices for capturing and treating urban runoff

There are two tiers for awarding projects under this program.

1. Tier 1: The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collects on roadways and in storm drains prior to being deposited in waterways and the ocean. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related best management practices (BMPs) such as screens, filters, inserts, and other street scale low-flow diversion projects.

2. Tier 2: The Tier 2 Grant Program consists of funding regional, potentially multi-jurisdictional, capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales, which mitigate pollutants including litter and debris, but also heavy metals, organic chemicals, sediment, and nutrients.

Funding: Approximately $300 million is available from Measure M2 (over 30 years).

Tier 1 Funding: A total of up to $19.5 million from the M2020 Early Action Plan (EAP) was provided for the Tier 1 program over a seven-year window from fiscal year 2011-12 through fiscal year 2017-18. Awards and call for projects for Tier 1 are in the table below:

Fiscal Year	Number of projects awarded	Amount
FY 2011-2012	August 2011, 34 projects	$2.8 million
FY 2012-2013	August 2012, 33 projects	$2.8 million
FY 2013-2014	August 2013, 19 projects	$2.8 million
FY 2014-2015	Call for projects in April 2014, Award in September 2014	
FY 2015-2016	Call for projects in March 2015, Award in September 2015	
FY 2016-2017	Call for projects in March 2016, Award in September 2016	
FY 2017-2018	Call for projects in March 2017, Award in September 2017	

Tier 2 Funding: The Tier 2 program is funded with bond financing revenues with up to $38 million from the EAP allocated through fiscal year 2015-16. Beyond 2015-16, funding will be based on a pay-as-you-go basis.

Awards and call for projects for Tier 2

Fiscal Year	# of projects and cities awarded	Amount
FY 2012-2013	February 2013, 8 projects	$12.7 million
FY 2013-2014	Call for projects in June 2013, Award in February 2014	Potential $25.3 million
FY 2014-2015	TBD, based on funding	
FY 2015-2016	TBD, based on funding	

III. Sustainability in Operations

A. Construction Safety

OCTA is dedicated to developing partnerships with project management and contractors to ensure each construction project is successfully delivered on time, on budget, and with zero safety-related incidents. In doing so, OCTA will drive the implementation of essential programs to ensure regulatory compliance and the safety of each worker involved.

B. Environmental Compliance and Environmental Heath and Safety

As a leading steward within Orange County and the State of California, OCTA is committed to ensuring environmental compliance and minimizing the environmental impact of operations. Whether it is the maintenance required to operate fleet and facilities, or the oversight of wastes generated from construction activities, OCTA provides the necessary resources to mitigate such impacts.

C. Motor Vehicle and Traffic Safety

OCTA is committed to protecting the public, its employees, and its assets from accidental harm and loss. Through the internal Accident Reduction Team, strategies are developed and resources are focused towards accident prevention, incident investigations, lessons learned, and the implementation of best practices in order to fulfill the commitment OCTA abides by.

D. Employee Health and Wellness

In order to foster a healthy work environment and provide the tools OCTA employees need to make healthy lifestyle choices, OCTA will continue to offer its award-winning wellness program as an additional benefit to its employees. Resources will be dedicated to keeping employees healthy and influencing at risk employees to make healthier decisions. OCTA believes that health and wellness programs lead to personal success, and in parallel, foster an environment of organizational excellence.

Section 8

Organizational Excellence:

Continue the tradition of being a high-performing organization through employee development and efficient business practices.

Objectives:

- People Development
- Processes Improvements
- Systems Efficiencies

Contents

I. Introduction

OCTA strives to achieve excellence in the organization, by building a culture of quality and accountability that values collaboration and communication and ensures ethical business practices. OCTA endeavors to excel by focusing on all parts of the organization, optimizing the use and effectiveness of resources, and continually improving business operations.

OCTA possesses a fast-moving, solutions-based culture reinforced by an organizational structure of strong divisions and departments operating with a high degree of flexibility. OCTA's strength is its team based cross-functional approach on programs and projects creating an organizational culture that can quickly adapt to emerging opportunities and future uncertainties.

The continued implementation of in-house leadership programs and talent management programs ensure OCTA attracts, retains, and develops staff with the leadership and technical capabilities required of a high-performance organization.

Finally, OCTA possesses the foresight to initiate technologies that will improve business operations throughout the organization that will increase OCTA's ability to function efficiently and deliver outstanding service internally and externally.

The following spreadsheet summarizes the programs and projects which support the primary objectives of the Organizational Excellence Goal Area. High level overviews of each program are discussed in this section and if further information is required, the guiding documents web links are provided.

This section reviews OCTA programs which enhance Organizational Excellence and accomplish our objectives.

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Organizational Excellence: ***continue the tradition of being a high-performing organization through employee development and efficient business practices.***					
Objective 1 - People Development *implement human capital management strategies and systems to achieve the overall mission, objectives, and success of OCTA while meeting the needs of employees and other stakeholders.*					
	Personnel/Workforce				
		All human resource programs	Attract, develop, and retention of high performing individuals.	*Recruit top-talent *Low turnover rate *Develop a performance based organization	260
	Training and Development				
		New employee integration programs	Highly developed promotable workforce.	*Integrate Core Competencies *Increase retention and promotability	261
		Learning Management System	Enhanced employee learning, performance, and development.	Upgrade and revise the Learning Management System	261
		Leadership Development Academy (LDA)	Development of mid-level management leadership abilities through education and experience.	Complete two LDA's per year	261

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg. #
	Compensation				
		Employee compensation and classification program	Competitive compensation based on market value of comparable work.	Complete and implement recommendations from compensation and classification study.	262
	Risk Management				
		*Risk Management *Health, Safety, and Environmental Compliance	Risk identification and mitigation	*Reduce frequency of accidents. *Reduce severity of accidents if they occur. *Provide cost effective insurance coverage. *Reduce workers' compensation claims and related costs.	263

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 2 - Process Improvement *Improve OCTA processes through a systematic and functional approach to optimize business processes and procedures to achieve increasingly efficient results.*					
	Implement Affordable Care Act (ACA)				
		ACA Implementation as required.	Compliance with provisions of the ACA.	Track personnel hours worked and provide health insurance to individuals working over 30 hours per week.	265
	Collective Bargaining				
		*International Brotherhood of Teamsters *Transportation Communications International Union	Administration of three collective bargaining agreements.	Implement new collective bargaining agreement for coach operators, maintenance employees, and parts and facilities employees in 2014.	266
	Strategic Plan				
		Strategic Planning	Provides OCTA a 5 year plan with centralization of information on goals, strategies, programs, and projects	*Revise the Strategic Plan biennially. *Develop, implement and maintain an interactive OCTA Strategic Plan	267

Goal Area Objectives	Programs Supporting Objectives	Projects Supporting Programs	Benefit	Service Level Improvement	Pg.#
Objective 3 - Systems Efficiencies *Increase alignment of systems and technology with OCTA business needs.*					
	Business Systems				
		Ellipse Software Upgrade	Better integration of Asset and Work Management, Supply Chain Management, Financial Management, and Human Resource Management.	Installation and maintenance of latest Ellipse software.	269
		Records Management Implementation	Standardized records management processes and procedures that can be leveraged by all departments.	Implement a records management solution at OCTA.	270
	Operation Systems				
		HASTUS Upgrade	Workforce optimization and performance assessment, improved analysis of bus scheduling, and improved reporting and data exchange.	Upgrade HASTUS with latest version and retire ACORS and BATS legacy systems.	270
		Fluid Management System (FMS) Replacement	New state-of-the-art fluid management system at five operating bases.	Replace 1999 FMS system with new.	272

II. Personnel Philosophy

As a high-performing organization, OCTA is committed to attracting, developing, and retaining a diverse and engaged workforce. To accomplish this, OCTA policies ensure consistent selection of top talent, providing promotion opportunities, and competitive compensation.

As a premier employer, OCTA is committed to investing in its workforce, as a result, OCTA enjoys a low employee turnover rate. By initiating a variety of mentor programs, leadership training, and instructional courses, employees have an opportunity to excel and receive promotions and/or merit pay increases. OCTA offers competitive salaries, high-quality health insurance programs, and solid retirement services. OCTA is a workplace of choice by leading the way in employee job safety programs, risk management, and health and welfare programs.

As a performance-based organization, OCTA employees are accountable for delivering and accomplishing the mission of OCTA. To that end, OCTA uses an automated, performance management software system (Halogen) for setting goals, establishing development plans, recording progress toward goal accomplishment, and for writing and completing performance reviews.

With approximately 1,400 employees, the OCTA workforce is the organization's most valuable asset. In order to deliver outstanding service, OCTA will continue to invest in its culture of excellence.

III. Training and Development

Purpose: OCTA is committed to providing all employees with training and development opportunities. The goal of the Training and Development Department is to assist the OCTA divisions efficiently and effectively by advancing workforce development and maximizing human capital potential, by offering all employees a variety of opportunities to grow and develop.

Goals: The goals of the department include:

(1) Integrate new employees into the OCTA workforce;

- Continue to integrate the core competencies into OCTA's Talent Management process by incorporating them into all parts of the employee life cycle.

- Support programs to advance workforce development and increase retention and promotability.

(2) Help employees master the tasks associated with their current assignments;

- Upgrade and revise the current Learning Management System to provide an integrated system which enhances employee learning, performance, and development.

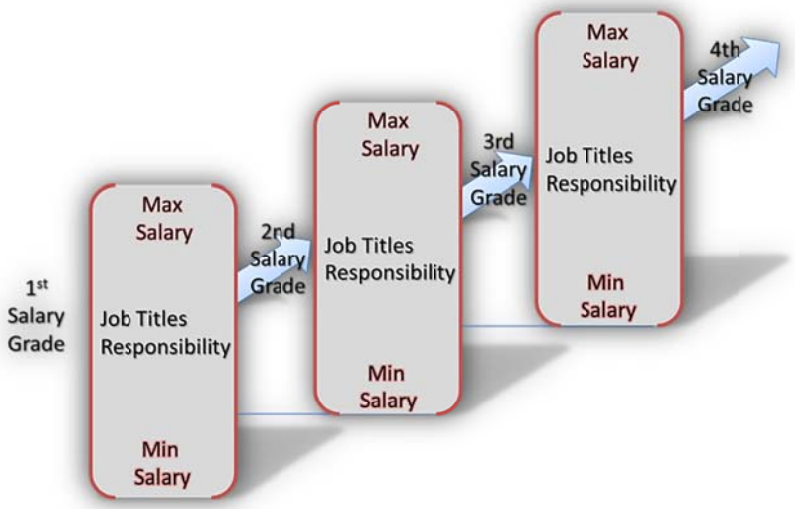
(3) Enable employees to grow personally and professionally through the development of new skills and knowledge.

- Leadership Development Academy: the first cohort was launched in FY 2013-2014.
- Third cohort of OCTA's Mentor Program was launched.
- Continue developing a succession plan.
- Continue to integrate the core competencies into OCTA's Talent Management process by incorporating them into all parts of the employee life cycle.
- Management Development Academy

IV. Compensation Philosophy

Purpose: OCTA's primary focus for its employees is that they are competitively compensated for the job they perform based on the market value for comparable work. "At OCTA, salary grade ranges for classifications are based upon the scope and level of responsibility of work performed in comparison to other work performed within OCTA and in comparison to the external market, and salaries paid to employees that reflect the level of responsibilities of the classification and the performance of the individual."[1]

In other words, each job title is placed within a salary grade and each salary grade has a minimum and maximum salary associated with it. Reference the graphic on the right for details.



As an employee changes their job title and/or increases their responsibilities, they move to a new salary grade/range. Salary ranges, rates, and employee benefits are reviewed and considered for adjustment at least annually. This permits OCTA an opportunity to periodically assess the competitiveness of the compensation plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions.

Goal for compensation in FY 2014: In FY 2014, the Human Resources and Organizational Development (HROD) Division will conduct a compensation survey and provide recommendations on the overall compensation and classification structure and components of OCTA. In addition, the study will include information on the working conditions and any physical requirements on 528 administrative positions as it relates to the Americans with Disabilities Act (ADA) requirements. The study is designed to bring OCTA's compensation methodologies and ADA requirements into alignment with the best practices of the transportation industry, as needed.

[1] OCTA Personnel and Salary Resolution, FY 2013 -14, pg. 26

V. Risk Management

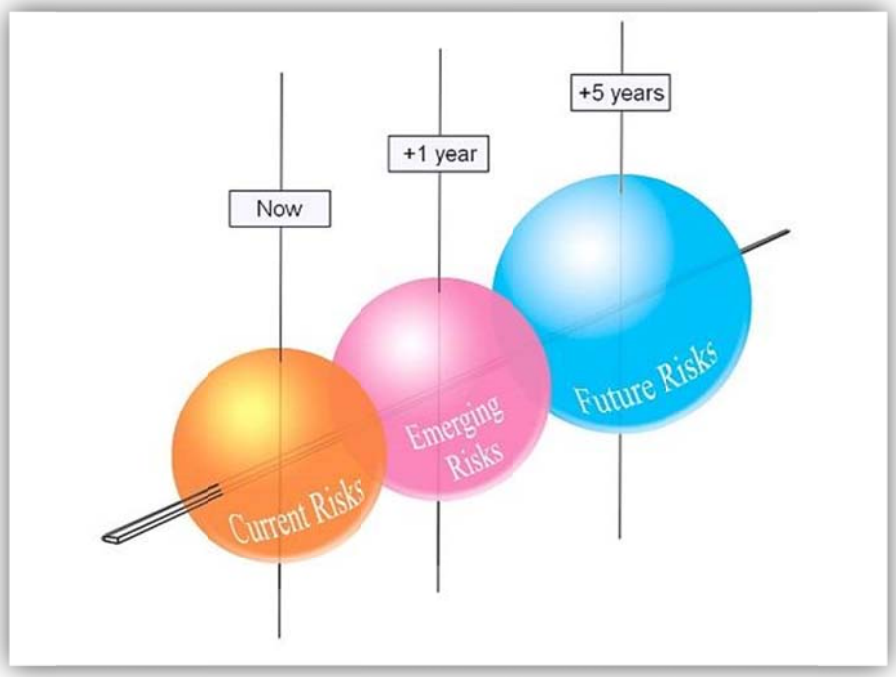
OCTA manages risk by identifying, assessing, and prioritizing risks of different kinds. OCTA manages the following:

- OCTA is a self-insured liability company
- Subrogation
- Workers' compensation programs
- Develops and recommends strategically focused loss control programs to reduce claims losses

Goals for risk reduction: OCTA has four primary goals, (1) reduce the frequency of accidents, (2) when accidents occur, reduce the severity of the accidents, (3) provide cost-effective insurance coverage to protect OCTA's assets and effectively resolve liability claims and reduce liability claims cost and (4) continue to effectively manage OCTA's workers' compensation program and provide quality medical treatment to injured OCTA employees while reducing claims and related costs.

Within HROD, there are two departments most responsible for risk and safety:

(1) Risk Management Department
(2) Health, Safety, and Environmental Compliance Department (HSEC).



The two departments work closely together to mitigate risk, prevent accidents, ensure occupational safety, and operational environmental compliance.

OCTA's Risk Management Department is responsible for protecting OCTA's assets and property from the adverse consequences of accidental loss and is directly responsible for in-house adjusting and resolution of all liability claims.

The HSEC Department is responsible for ensuring OCTA's operations are compliant with applicable health, safety and environmental standards, codes, and regulations. As mentioned in the "Stewardship Section" of the Strategic Plan, HSEC provides the following programs:

A. Construction Safety

OCTA is dedicated to developing partnerships with project management and contractors to ensure each construction project is successfully delivered on time, on budget, and with zero safety-related incidents. In doing so, OCTA will drive the implementation of essential programs to ensure regulatory compliance and the safety of each worker involved.

B. Environmental Health and Safety

As a leading steward within Orange County and the State of California, OCTA is committed to ensuring environmental compliance and minimizing the environmental impact of our operations. Whether it's the maintenance required to operate the bus fleet and facilities, or the oversight of wastes generated from construction activities, OCTA will provide necessary resources to mitigate such impacts.

C. Motor Vehicle and Traffic Safety

OCTA is committed to protecting the public, its employees, and its assets from accidental harm and loss. Through the internal Accident Reduction Team, strategies are developed and resources are focused towards accident avoidance, incident investigations, lessons learned, and the implementation of best practices in order to fulfill the commitment by which OCTA abides.

D. Employee Health and Wellness

In order to foster a healthy work environment and provide the tools OCTA employees need to make healthy lifestyle choices, OCTA will continue to offer an award winning wellness program as an additional benefit to its employees. Resources will be dedicated to keeping the healthy, healthy, and aid in influencing the at risk employee population into a healthier state of being. OCTA believes that a well employee leads to personal inspiration and success, and in parallel, fosters an environment of organizational excellence.

VI. Implement the Affordable Care Act (ACA)

Purpose/Background: The Patient Protection and Affordable Care Act, commonly called the Affordable Care Act (ACA) also referred to as "Obamacare", is a United States federal statute signed into law by President Barack Obama on March 23, 2010. Together with the Health Care and Education Reconciliation Act, it represents the most significant regulatory overhaul of the U.S. healthcare system since the passage of Medicare and Medicaid in 1965. The ACA includes numerous provisions that take effect between 2010 and 2020. Many of the provisions listed below have already taken affect and OCTA is fully compliant where applicable. The provisions are summarized below:

- Guaranteed issue prohibits insurers from denying coverage to individuals due to pre-existing conditions.

- Minimum standards for health insurance policies are established.

- Individual Mandate requires all individuals not covered by an employer sponsored health plan, Medicaid, Medicare, or other public insurance programs (such as Tricare) to secure an approved private-insurance policy or pay a penalty.

- Health insurance exchanges will commence operation in every state. Each exchange will serve as an online marketplace where individuals and small businesses can compare policies and buy insurance. The State of California is one of only 27 states that implemented a state-run exchange.

- Medicaid eligibility expanded to include individuals and families with incomes up to 133 percent of the federal poverty level, including adults without disabilities and without dependent children.

- Reforms to the Medicare payment system are meant to promote greater efficiency in the healthcare delivery system by restructuring Medicare reimbursements from fee-for-service to bundled payments.

- Businesses which employ 50 or more people but do not offer health insurance to their full-time employees will pay a tax penalty if the government has subsidized a full-time employee's healthcare through tax deductions or other means. This is commonly known as the employer mandate. In July 2013, however, this provision was unilaterally delayed for one year by the President.

Effect on OCTA: To date, the ACA has had little effect on OCTA's health insurance plans. To insure compliance, OCTA tracks personnel hours worked and provides health insurance to individuals working more than 30 hours per week. The employer mandate, which has been delayed until 2015, is the next milestone OCTA will need to address.

VII. Collective Bargaining Agreements

The Labor & Employee Relations Department reporting to HROD is responsible for administering three collective bargaining agreements that provide terms and conditions of employment for more than 1,100 represented employees. The department serves as liaison between the unions and management, reviews grievance matters, prepares for and participates in grievance arbitrations and collective bargaining agreement negotiations.

Purpose: The three collective bargaining agreements provide terms and conditions of employment for more than 1,100 represented employees. The three bargaining agreements are:

- **Coach Operators** – Teamsters Union Local 952 – representing regular, extra-board, and part-time coach operators employed by OCTA. The Teamsters Union, officially known as the International Brotherhood of Teamsters (IBT) is a labor union of truck drivers, chauffeurs, warehousemen, and H elpers of America, whose members are mainly truck drivers.

- **Maintenance** – Teamsters Union Local 952 – representing only mechanics and bus maintenance employees employed by OCTA.

- **Transportation Communications International Union (TCU)** – representing employees engaged in the work of facilities technicians, equipment parts clerks, stock room clerks, senior facilities technicians, and facility assistants employed by OCTA. The TCU is the successor to the union formerly known as the Brotherhood of Railway Clerks.

Collective Bargaining Goals: In 2014, implement new collective bargaining agreements for coach operators, maintenance employees, and parts and facilities employees.

VIII. Approval and Implementation of the 2014 – 2019 OCTA Strategic Plan

Purpose: The first OCTA Strategic Plan was adopted by the OCTA Board in February 2011 and covered the time period from 2011 to 2016, provided:

- Guidance and balance to OCTA programs and projects.
- Board and OCTA Leadership with goals and objectives for planning purposes.
- Established the familiar organizational values, vision, mission, goals, and objectives.
- Strategic direction for the development of:
    - The Chairman's Annual Initiatives
    - The Annual CEO Initiatives and Action Plan
    - Facilitated the annual budget development
- The Plan started as a performance-based management initiative by defining objectives and performance measures.

Beginning in March 2013, OCTA began rewriting and revising the 2011 to 2016 Strategic Plan. The Strategic Plan was always meant to be revised on a biennial timeframe. Learning from the first effort, the Strategic Plan Version 2 is not just a revision, but an upgrade by integrating all of OCTA's plans. Version 2 creates a consistent vision by integrating OCTA plan goals/strategies into a single Strategic Plan vision. Other benefits include:

- Centralization of information, as it relates to projects, programs, and budgets.
- Delineates (five years) programs and projects.
- Enhances transparency and accountability.
- Used to develop the Chair and CEO Initiatives, CEO Action Plan, and contribute to budget development.
- Establish new Performance Measures.

Goals:

- **Complete and obtain Board approval of the OCTA 2014-2019 Strategic Plan.** The revised 2014 – 2019 Strategic Plan contains an all new structure, providing OCTA a one source document with pertinent information about OCTA and its major programs and projects to be accomplished over a five-year period. The Strategic Plan is referenced so that readers may easily find the source documents, if they require additional information. Once the document has been internally reviewed and approved, it will go to the Executive Committee and the Board of Directors for adoption in 2014.

- **Revise and develop new performance measures.** Starting in 2014, the Management Services Section will initiate, develop, and maintain the new Performance Metrics and reporting systems. The original Strategic Plan 2011-2016, had 96 performance metrics, will be revised and reduced to a number and level which strategically reports on the most influential measures that demonstrates OCTA's performance. The anticipated number of performance metrics is expected to be between 10 and 15, which will be updated on a quarterly basis and reported to the Executive Committee and Board on a quarterly basis.

- **Build an interactive Strategic Plan.** In late 2014, the Management Services Section will begin development, implementation, and maintenance of an interactive OCTA Strategic Plan web presence to be updated on a quarterly basis. This will keep the 2014 -2019 Strategic Plan up to date and provide instant access to information.

IX. Business Process Improvements

A. ELLIPSE Software Upgrade

Purpose: Mincom Ellipse is an integrated fleet maintenance; parts inventory management, and purchasing software application. In addition, it is the means used by all departments to initiate procurement requests and tracking of the procurement status.

Ellipse has been built to assist all departments in:

- Maintenance management
- Materials management
- Inventory replenishment needs
- Procurement requests
- Tracking procurement status

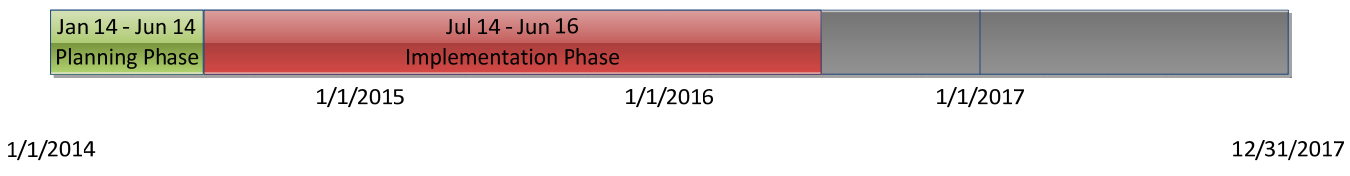
The Ellipse software, currently installed at OCTA, is several versions behind the latest and it's time for an upgrade to the latest version.

Benefit: Mincom Ellipse's latest software version has incorporated modules of asset and work management, supply chain management, financial management and human resource management into an integrated foundation. These foundation modules are complemented by business analytics, advanced maintenance and planning and mobile workforce solutions, offering the broadest functionality for OCTA. The benefits for OCTA should include:

- Increasing asset utilization
- Reducing operating costs
- Delivering quality products and services
- Meeting regulatory standards for audit compliance
- Ensuring supply chain availability and visibility
- Mitigating Risk
- Improving productivity

Cost: $2 million

Schedule/Milestone



B. Records Management Software Implementation

Purpose: This project will implement a records management solution that:

- Provides the ability to scan and manage inactive records (specifically focusing on converting hardcopies to softcopies and& importing existing softcopies, and data from CDs).

- Provides enough flexibility to support the long-term enterprise content management needs, including eventually (as part of subsequent projects) configuring the system for additional departments' unique records, and migrating that data into this new system.

Benefit: The benefits of implementing this project include:

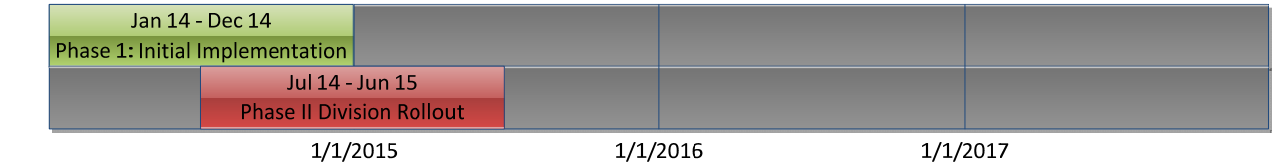
- Standardizing records management processes and procedures that can be leveraged by all departments within OCTA.

- Saving money, resource time, and physical space that is attributed to storing hard-copies documentation.

- Improving the controls related to managing records and adhering to a records retention policy.

Cost: $230,000, Phase 1
$500,000, estimated cost, phase2

Schedule/Milestones



C. HASTUS Upgrade

Purpose: OCTA uses HASTUS, a proprietary software for bus scheduling and development of driver work assignments. HASTUS was originally purchased from Le Groupe en Informatique et Recherche Opérationnelle (GIRO Inc.) in 1999. The HASTUS version 2013 upgrade includes several enhancements to the software since OCTA last implemented version 2010.

OCTA implements three service changes per year, and major service change work is performed using HASTUS software. The system supports fixed route bus operations and assists staff in generating all bus schedules and driver work assignments. Data and information generated from HASTUS is also used to support various programs and projects related to the execution and provision of bus service to our customers. This includes generating bus scheduling information for the bus book, bus stop cassette inserts, and the “Text 4 Next” system. In addition, data is exported from HASTUS to the automated vehicle locator, the automated coach operator reporting system, the data warehouse, Google Transit, and the radio communication systems. HASTUS also includes a web component called “Just Click” which can be found on the www.OCTA.net website.

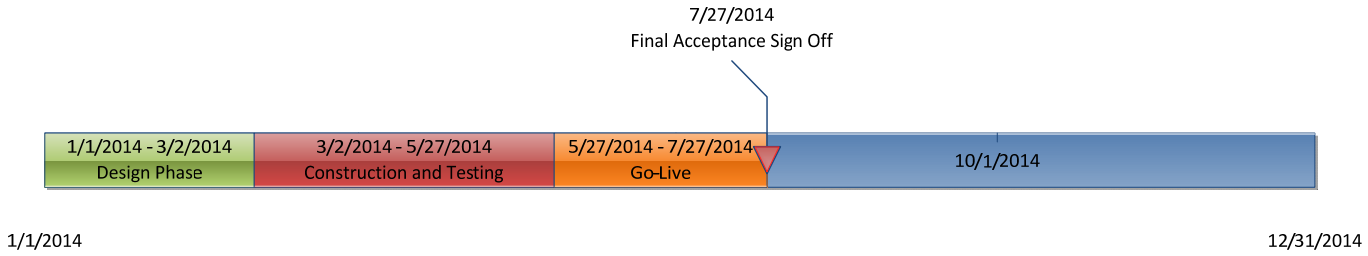
This web feature allows customers to plan trips on-line, 24 hours a day, seven days a week. HASTUS is also used by the OCTA Customer Information Center to respond to customer requests for trip information over the phone.

Benefit: The benefits of the upgrade include improved workforce optimization and performance assessment, improved analysis of scheduling scenarios and strategy comparisons, and improved reporting and data exchange. In addition to these improvements, version 2013 will help staff streamline day-to-day work processes. The HASTUS upgrade will include all improvements made by GIRO Inc. since the 2010 upgrade. GIRO Inc. will provide project management, configuration, algorithm calibration optimized for OCTA's operating and contractual parameters from the collective bargaining agreement with coach operators, data migration, customizations, testing, and training services.

Cost: $248,742

This is a federally-funded procurement. Federal Transit Administration (FTA) guidelines allow for sole source procurements under certain circumstances. The HASTUS software is a proprietary product with data rights restrictions; therefore, it meets the FTA guidelines as the software is available from only one source and no other supplier can meet the requirements.

Schedule/Milestones



D. Replace ACORS and BATS with HASTUS Modules

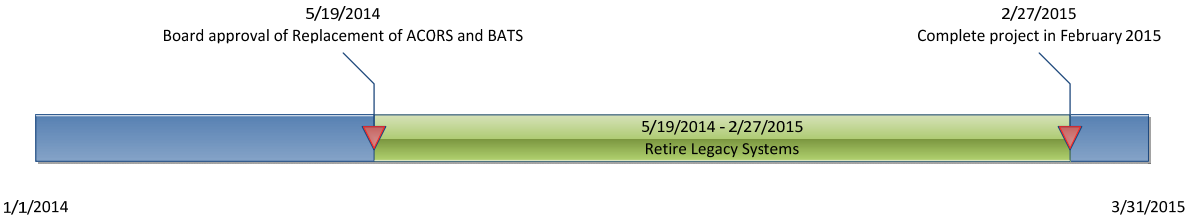
Purpose: OCTA currently utilizes the HASTUS (Horaires et Assignments pour Systems de Transport Urban et Semi-Urban) scheduling application for its bus scheduling. HASTUS creates the schedules that buses will follow every day; it creates the runs that determine what work a given driver will do in a day; and it allows scheduling drivers on a day-to-day basis to make sure every run is covered.

OCTA is currently upgrading the HASTUS scheduling application to version 2013, (see "HASTUS Upgrade" above) followed by the replacement of some legacy systems, Automated Coach Operator Reporting System (ACORS) and Bus Assignment Tracking System (BATS), with additional modules of the packaged software offered by the HASTUS application.

Benefit: Replacing ACORS and BATS with HASTUS will eliminate two legacy systems by combining them into one modern transit scheduling system. This will save OCTA in hardware costs, software costs, upgrade costs, and maintenance costs.

Cost: $1.6 million

Schedule/Milestones



E. Fluid Management System

Purpose: OCTA currently operates a fleet of buses, ACCESS buses and non-revenue cars, trucks and equipment in excess of 900 vehicles. In order to dispense fuel, oils, and coolants to these vehicles at five operating bases, OCTA utilizes fuel tanks, pumps, hose reels, nozzles and a computerized fluid management system (FMS) that tracks the quantities of dispensed fluids along with logging the bus miles driven.

It also offers a variety of reports used in operations and for federal reporting. The current FMS was installed in 1999. Though state of the art when it was installed, it is labor intensive to keep the system operating in a state of accuracy. Additionally, much of the hardware is now very old and in need of replacement. A recent internal audit called into question the system's accuracy and its ability to safeguard unauthorized access.

In FY 2012-13, a study was commissioned to evaluate the aging FMS. The study concluded that the system should be replaced in its entirety. The second task of the study was to provide budgetary estimates on the cost of replacing the system. The estimate includes a base cost and add-on costs for several desirable options. One example of these options is the fluid pulsars and solenoids. Fluid pulsars are the devices in-line with the fluid hoses that measure the amount of fluid being dispensed. Currently, pulsars are replaced on an as need basis; however, during the consultant's interview, a concern was discovered among maintenance managers over the accuracy of the old system. Since accuracy is a function of the pulsars it would be difficult to hold a contractor to an accuracy performance if the pulsars were not replaced.

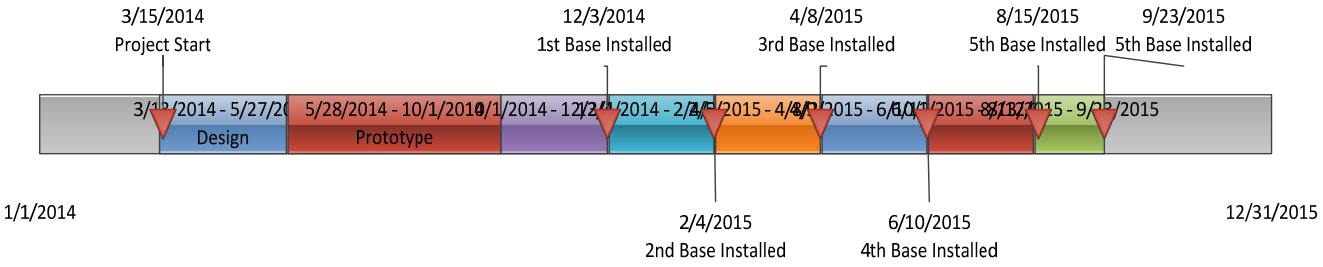
This budget would cover the replacement of the FMS at five operating bases and the server hardware at the OCTA headquarters building. It also assumes exercising several study options such as the replacement of all pulsars and solenoids and doubling the available hose reels in four of our operating facilities.

Benefit:

- Minimize the consumption of petroleum based fuels and other fluids
- Assure fuel and other fluids security and accountability
- Minimize the cost of fuel used by the fleet
- Provide safe, convenient fueling access for fleet operations
- Provide reliable and accurate fleet data information (odometer and other meter readings, vehicle diagnostic data)
- Assure conformance with all federal, state, and local regulations
- Record and report fuel usage to other enterprise systems and fleet maintenance

Cost: $4,000,000

Schedule/Milestones



Appendix

- ***Appendix A: 14 M2020 Key Objectives***
- ***Appendix B: M2020 Project Summaries***

Appendix A - 14 M2020 KEY OBJECTIVES[1]
FREEWAYS
1. Deliver 14 construction projects along Interstate 405 (I-405), Interstate 5 (I-5), State Route 55 (SR-55), and State Route 91. (M2 projects A,C,D,E,F,G,H,I,J, and K). This comprises two thirds of the M2 freeway program, amounting to nearly $3 billion in year-of-expenditure (YOE) dollars' worth of transportation investments inclusive of what has already been delivered.
2. Complete the environmental phase of the nine remaining M2 projects making them shelf ready for early delivery as external funds become available (M2 projects B,D,F,G,I,J,L,&M). This positions the remaining freeway projects, estimated at $1.4 billion in current-year dollars ($2.6 billion YOE) in transportation investment, for implementation and potentially advancement as additional funds become available.
STREETS AND ROADS
3. Invest nearly $1.2 billion of funding for street and road improvement projects to expand roadway capacity and protect pavement conditions. (M2 projects O&Q)
4. Synchronize 2,000 traffic signals across the County to ease traffic flow. (M2 project P)
TRANSIT
5. Expand Metrolink peak-period capacity and address gaps in the existing schedule, as well as make continued investments to improve rail stations, such as the Orange and Laguna Niguel/Mission Viejo stations, and operating facilities. (M2 project R)
6. Expand Metrolink service into Los Angeles contingent upon cooperation and funding participation from route partners. (M2 project R)
7. Provide up to $575 million in M2 and external funding (includes $58 million in local match funds) to implement Board-selected fixed-guideway projects. Based on the level of interest from local jurisdictions, additional funds will be available for proposed/future local jurisdiction projects for bus and van connections to Metrolink. (M2 project S)
8. Deliver improvements to position Orange County to connect to planned statewide high speed rail projects. (M2 project T)
9. Provide up to $75 million of funding to expand mobility choices for seniors and persons with disabilities by stabilizing OCTA bus fares and providing funds for senior community transportation programs and senior non-emergency medical transportation services. (M2 project U)
10. Provide up to $50 million of funding to encourage development, implementation, and operation of local community transit services. (M2 project V)

[1] OCTA M2020 Plan, pg. 3-4

FREEWAY ENVIRONMENTAL MITIGATION
11. Establish long-term management framework for acquired properties, place approximately 1,000 acres of open space into conservancy, and target restoration of approximately 180 acres of habitat to its natural condition in exchange for receiving the necessary permits from resource agencies for the 13 planned M2 freeway projects as part of the Freeway Mitigation Program. (M2 projects A-M).
12. Complete resource management plans to determine appropriate public access on acquired properties.
ENVIRONMENTAL CLEANUP
13. Complete the implementation of up to $20 million of investments to prevent flow of roadside trash into waterways. (M2 project X)
14. Provide up to $38 million to fund construction of up to three major regional water quality improvement projects as part of the Environmental Cleanup Program. (M2 project X)

Projects	Appendix B - M2020 Project Summaries	Budget
A - N	Freeway improvements and freeway service patrol to provide emission reductions through congestion relief.	$3 Billion
O - P	Regional arterial and signal synchronization improvements that may include bike and pedestrian project elements to provide emission reductions through congestion relief.	$2.6 Billion
Q	Local transportation funding capacity for bike, pedestrian, and transit enhancements.	$1.2 Billion
R	Expanded Metrolink train capacity to improve transit reliability and convenience.	
S	Transit extensions to improve access between Metrolink stations and residential, and employment centers, and reduce reliance on highways.	$575 Million
T	Station improvements to connect to planned future high-speed rail services.	
U	Sustain mobility choices for seniors and persons with disabilities.	$75 Million
V	Community based circulators to complement regional transit services with local communities.	$50 Million
W	Transit stop improvements to support transfers between bus lines.	
X	Water quality improvement programs/projects to meet federal Clean Water Act standards for urban runoff, and augment required mitigations.	$58 Million
Freeway Mitigation Program	Natural resource protection strategy to provide for more comprehensive mitigation of environmental impacts from M2 freeway improvements.	

OCTA Projects
for
Calendar Years 2014 to 2019

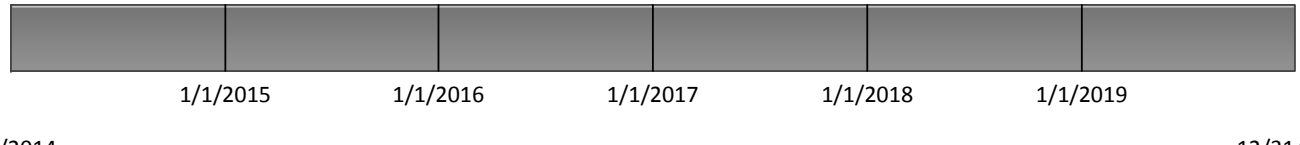
Appendix C
as of April, 2014

Table of Contents

Bus Operations

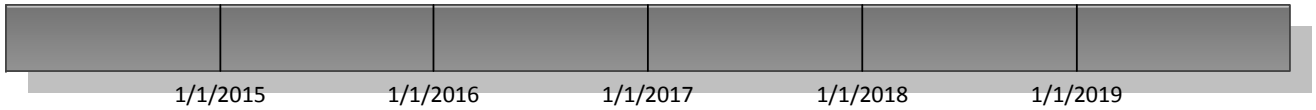
Freeway Express Bus/Bus Rapid Transit (BRAVO)

Inter-county Express on State Route 22 (Route 722)
TBD



1/1/2014 12/31/2019

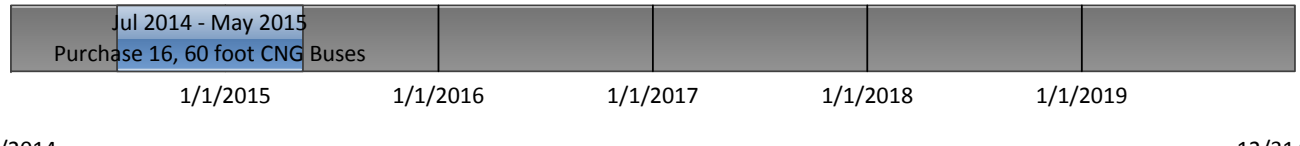
Inter-county Express on State Route 73 (Route 273)
TBD



1/1/2014 12/31/2019

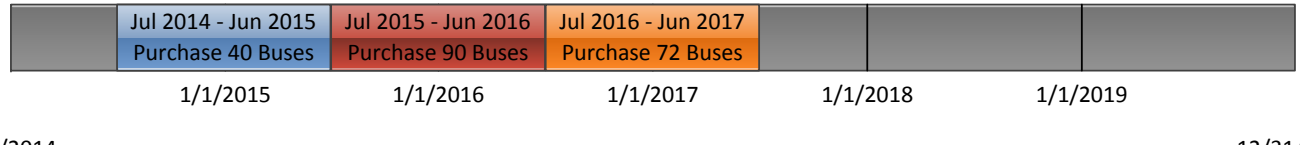
Revenue Vehicle Purchases

60' CNG Purchase 16



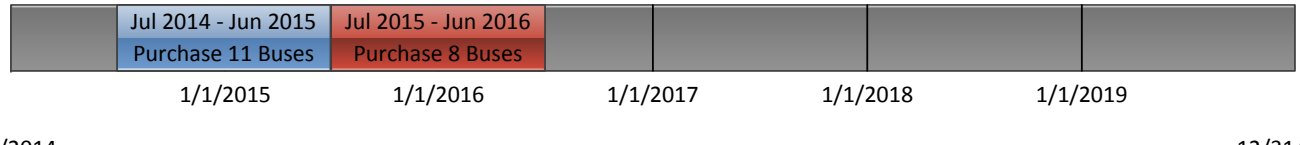
1/1/2014 12/31/2019

40' CNG Purchases



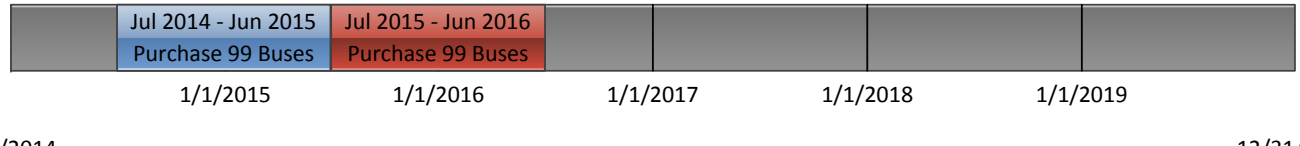
1/1/2014 12/31/2019

Mid-Size CNG Purchases



1/1/2014 12/31/2019

ACCESS Purchases

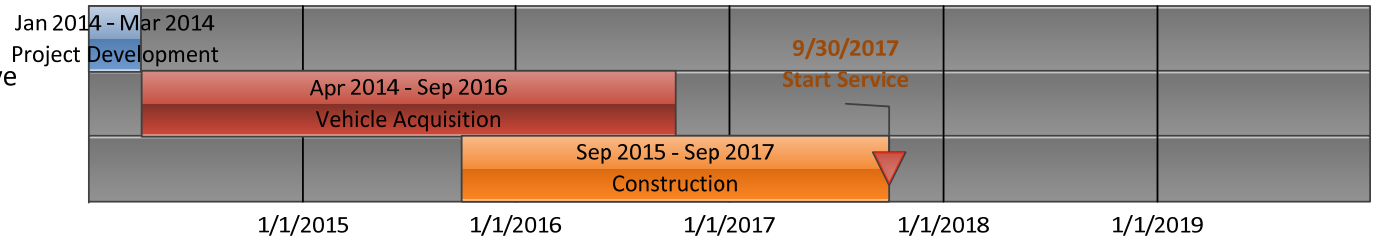


1/1/2014 12/31/2019

Bus Operations Continued

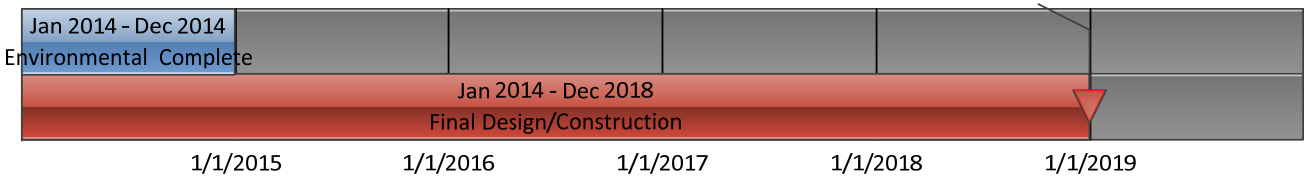
Fixed Guideways (Project S)

Cities of Santa Ana/Garden Grove
Fixed Guideway Project
Dependent upon OCTA Policy
Discussions



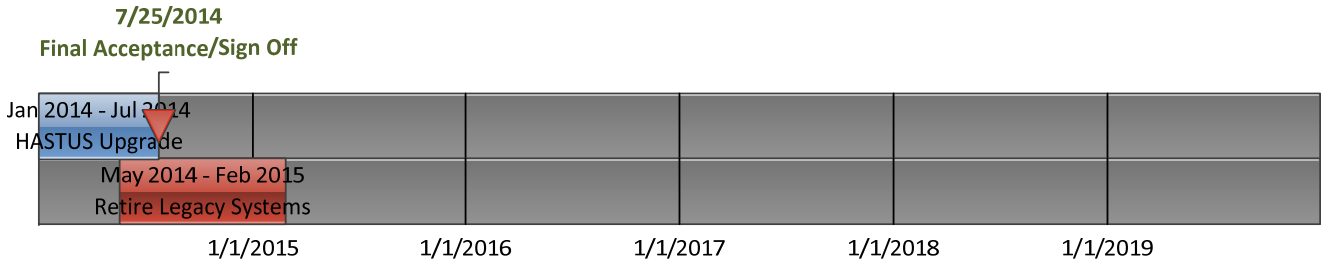
1/1/2014 12/31/2019

Anaheim Rapid Connection (ARC)
Fixed Guideway Project
Dependent upon OCTA Policy
Discussions



Bus Systems Upgrades

HASTUS upgrade
ACORS and BATS replacement



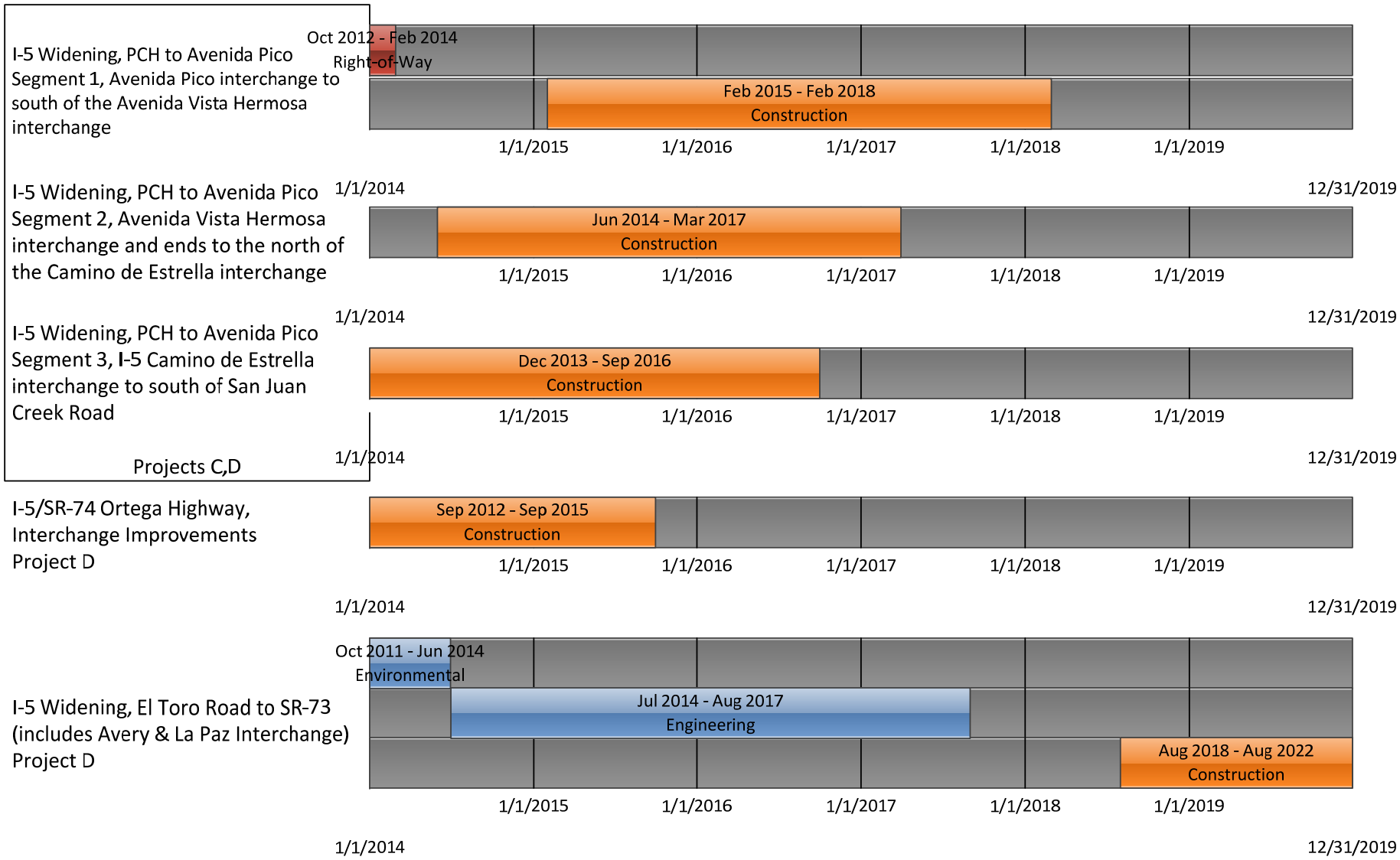
1/1/2014 12/31/2019

Fluid Management System

1/1/2014 12/31/2019

Freeway Construction Projects

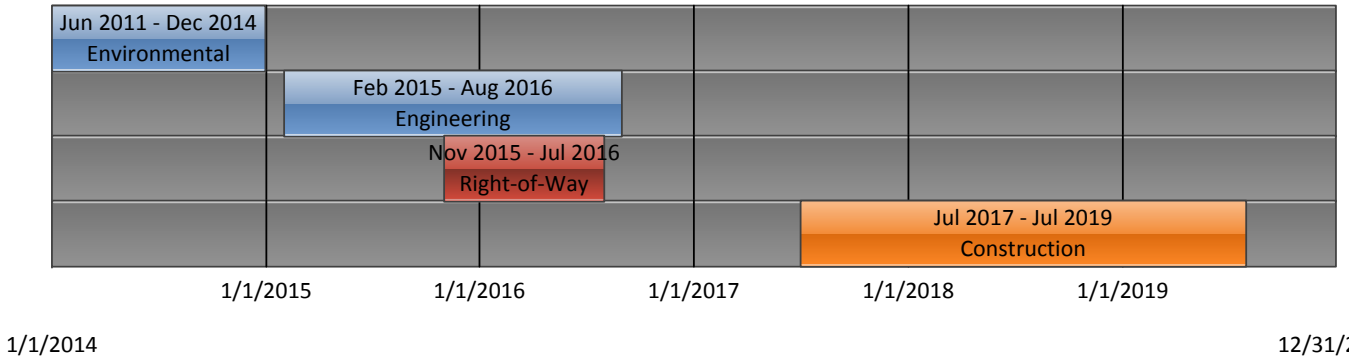
Interstate 5 (I-5) Projects



Freeway Construction Projects Continued

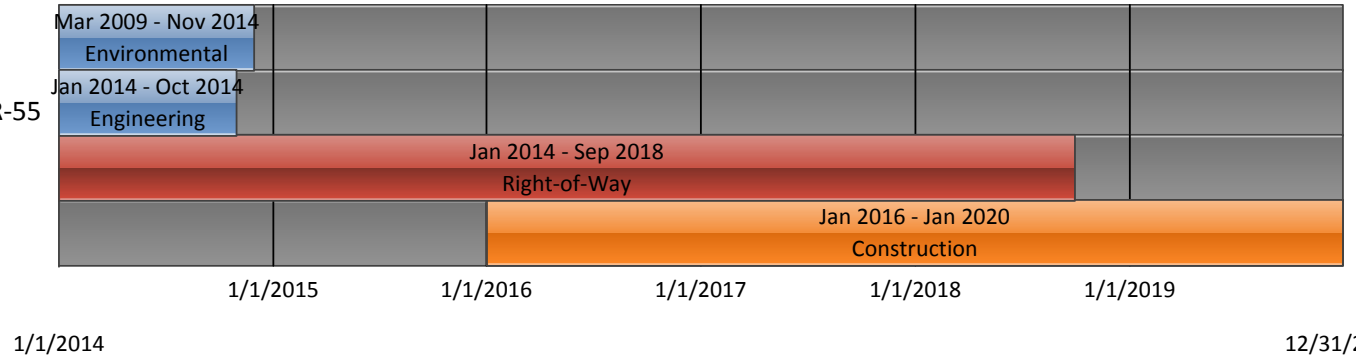
Interstate 5 (I-5) Projects Continued

I-5 Widening, SR-55 to SR-57 Project A

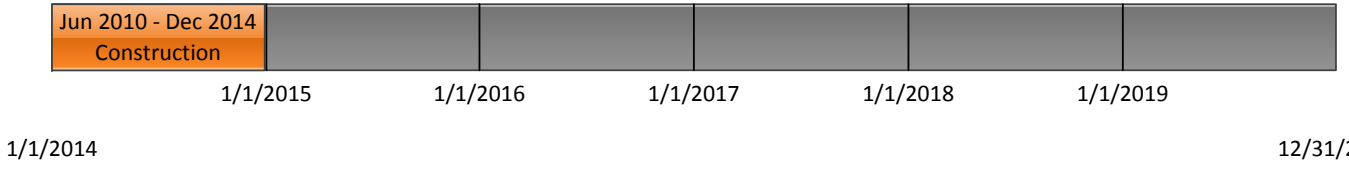


Interstate 405 (I-405)

Interstate 405 (I-405) Widening, SR-55 to I-605, Design Build Project Project K



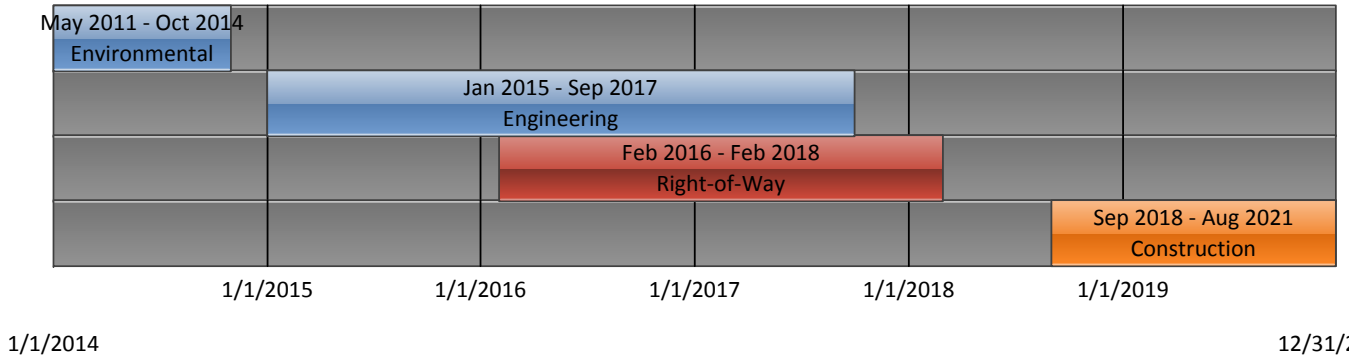
Interstate 405 (I-405)/SR-22 HOV Connector



Freeway Construction Projects Continued

State Route 55 (SR-55)

State Route 55 (SR-55) Widening, I-405 to I-5, Project F



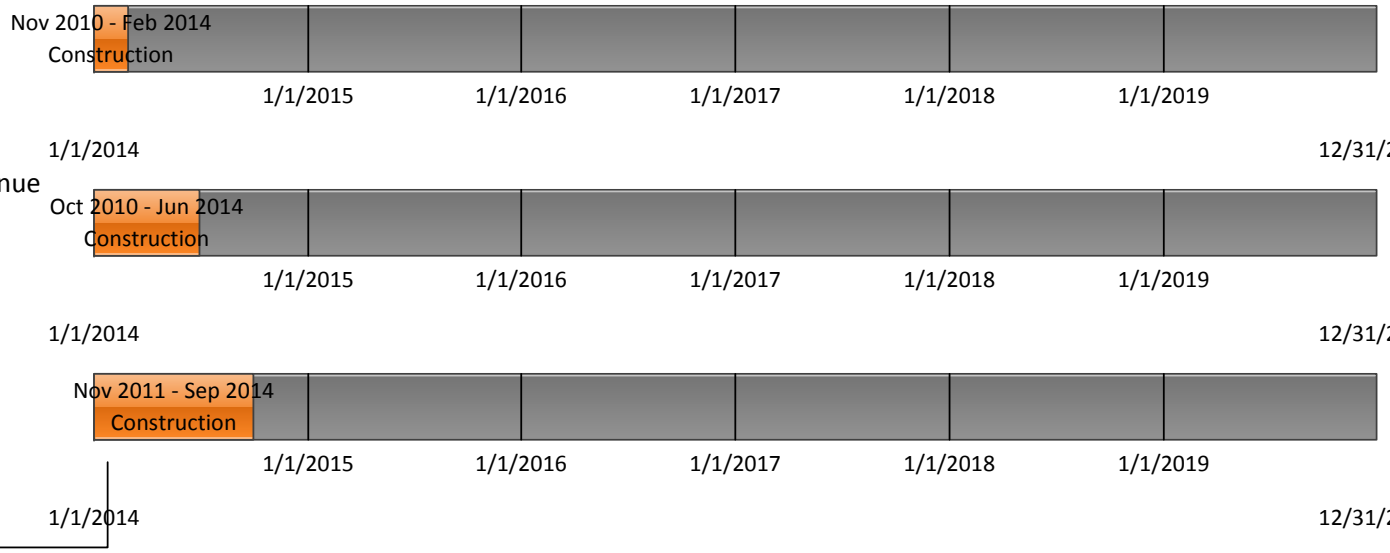
State Route 57 (SR-57) Widening Projects

Segment 1: Lambert Road to Yorba Linda Boulevard

Segment 2: Orangethorpe Avenue to Yorba Linda Boulevard

Segment 3: Katella Avenue to Lincoln Avenue

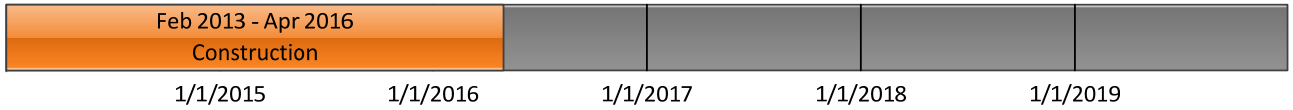
Project G



Freeway Construction Projects Continued

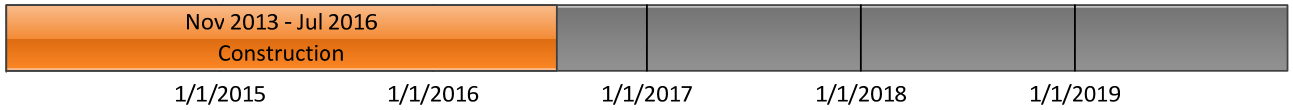
State Route 91 (SR-91) Projects

SR-91 Widening, I-5 to SR-57
Project H



1/1/2014 12/31/2019

SR-91 Widening, Tustin Avenue/SR-55
Interchange
Project I

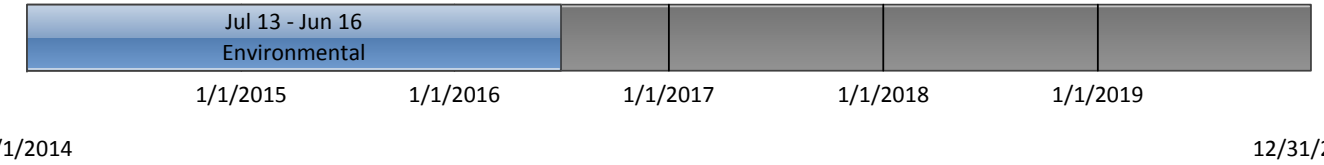


1/1/2014 12/31/2019

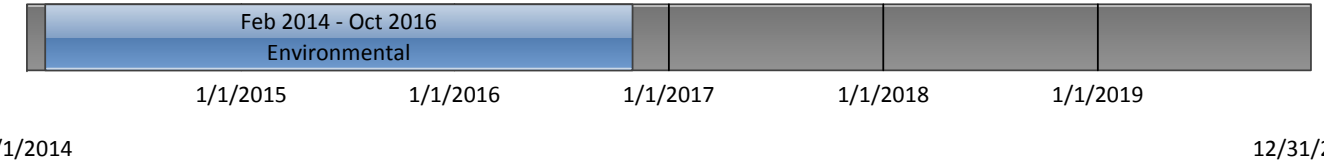
Freeway Environmentally Cleared/Shelf Ready

Interstate 5 (I-5) Projects

I-5 at El Toro Road Interchange Improvements
Project D

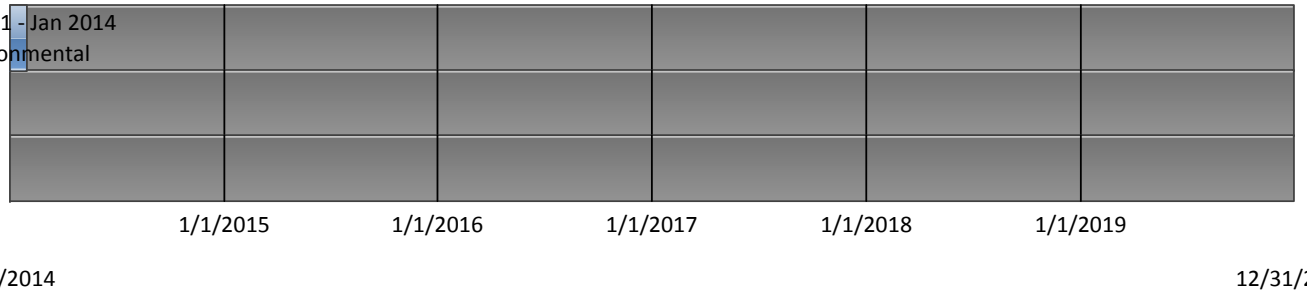


I-5 Widening, I-405 to SR-55
Project B



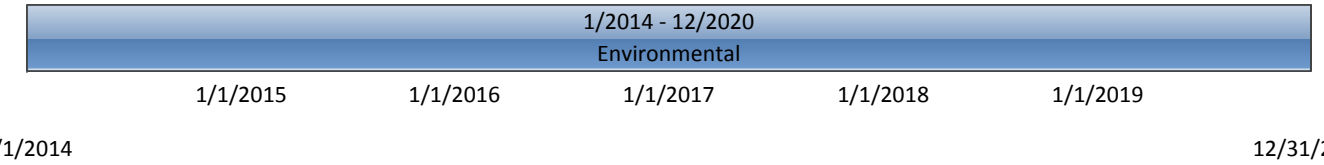
Interstate 405 (I-405)

Interstate 405 (I-405) Continuous HOV Lane Access
TBD, currently wrapping up the PSR



State Route 55 (SR-55)

SR-55 Widening, I-5 to SR-22
Project F



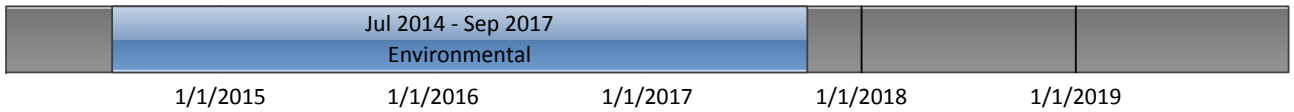
Freeway Environmentally Cleared/Shelf Ready Continued

State Route 57 (SR-57) Projects

SR-57, Northbound Widening, Lambert Road to Los Angeles County Line
Project G

1/1/2014 12/31/2019

SR-57 Northbound Widening, Orangewood Avenue to Katella Avenue
Project G



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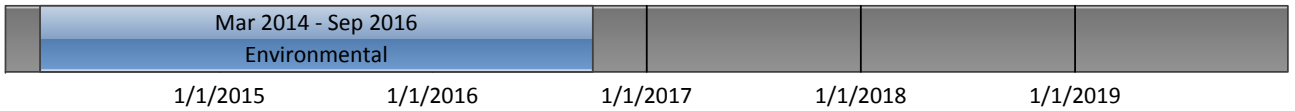
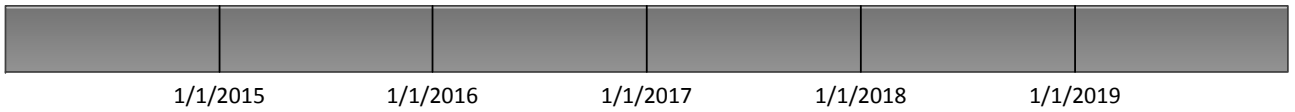
State Route 91 (SR-91) Projects

SR-91 Widening, SR-57 to SR-55
Project I



1/1/2014 12/31/2019

SR-91 Widening, SR-241 to I-15
Project J
TBD, Contingent on OCTA Board Policy

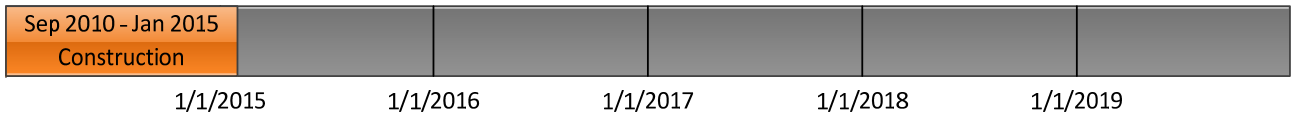


1/1/2014 12/31/2019

Freeway Environmentally Cleared/Shelf Ready Continued

Interstate 605 (I-605)

I-605 Interchange Improvements Project M



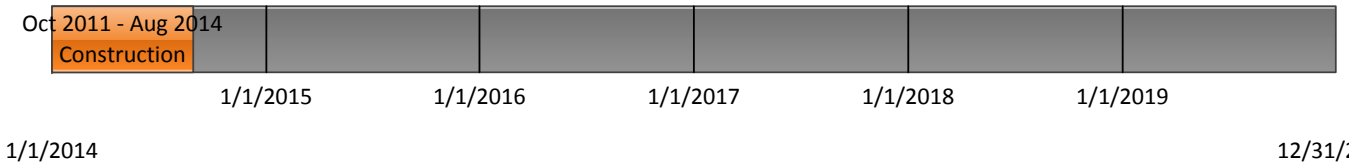
1/1/2014

12/31/2019

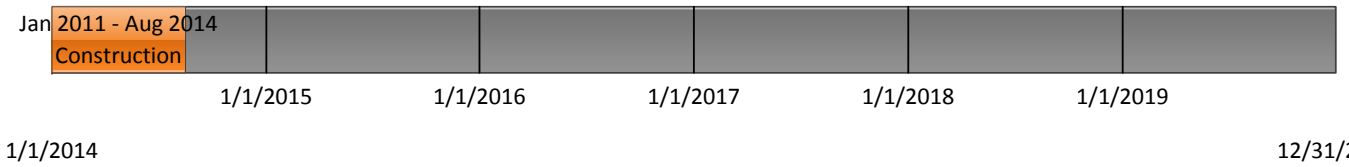
Grade Separation Projects

Raymond Ave. Undercrossing Project
Project O

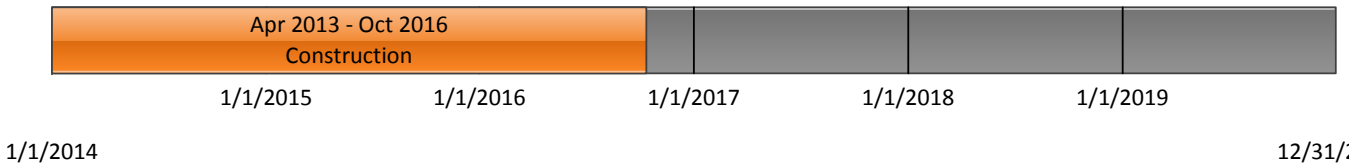
Placentia Undercrossing Project
Project O



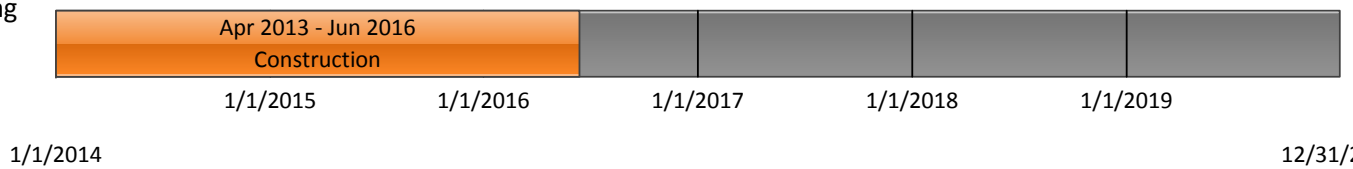
Kraemer Blvd. Undercrossing Project
Project O



Orangethorpe Ave. Overcrossing Project
Project O

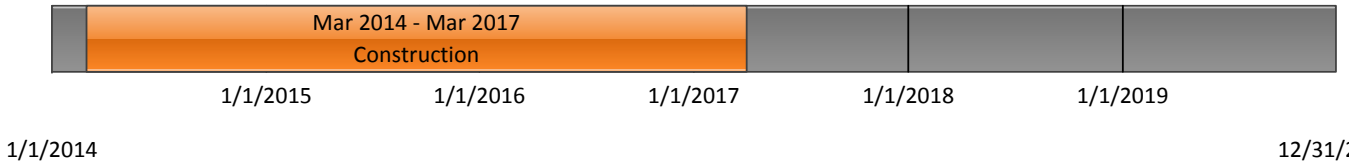


Tustin Ave./Rose Drive Overcrossing Project
Project O



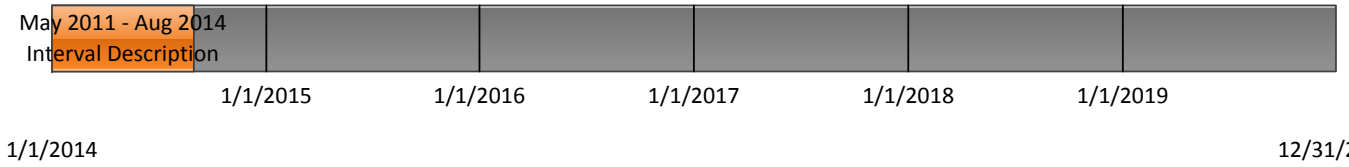
Grade Separation Projects Continued

Lakeview Ave. Overcrossing Project
Project O



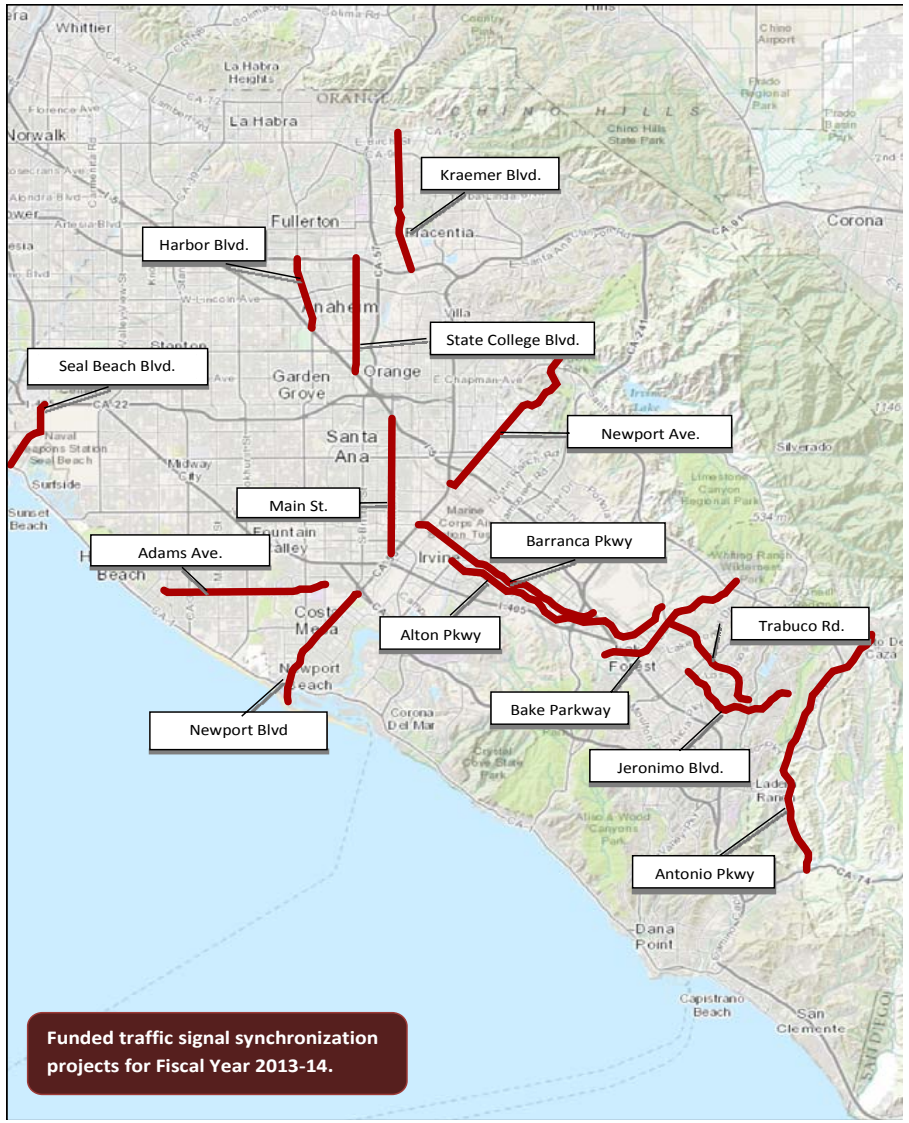
State College Boulevard
Undercrossing Project
Project O

Sand Canyon Avenue
Undercrossing Project



Regional Traffic Signal Synchronization Projects for FY 2013-14

Local Agency	Project Description
Orange County	Antonio Parkway
Costa Mesa	Newport Boulevard
Lake Forest	Bake Parkway
Placentia	Kraemer Boulevard
Huntington Beach	Adams Avenue
Seal Beach	Seal Beach Blvd
Irvine	Barranca Parkway
Santa Ana	Main Street
Anaheim	State College Blvd.
Irvine	Barranca Parkway
Orange County	Newport Avenue
Anaheim	Harbor Boulvard
Lake Forest	Trabuco Road
Mission Viejo	Jeronimo Road

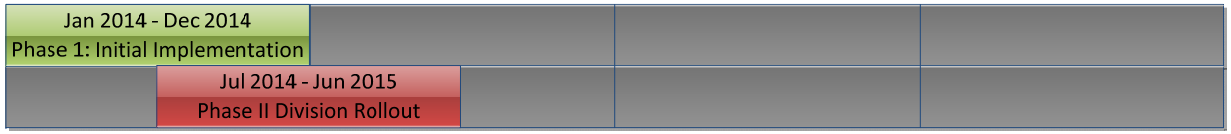


OCTA Internal Projects

Headquarters Building Improvements

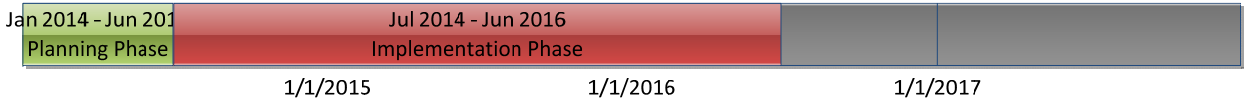
1/1/2014 — 3/31/2015

Records Management Software Implementation



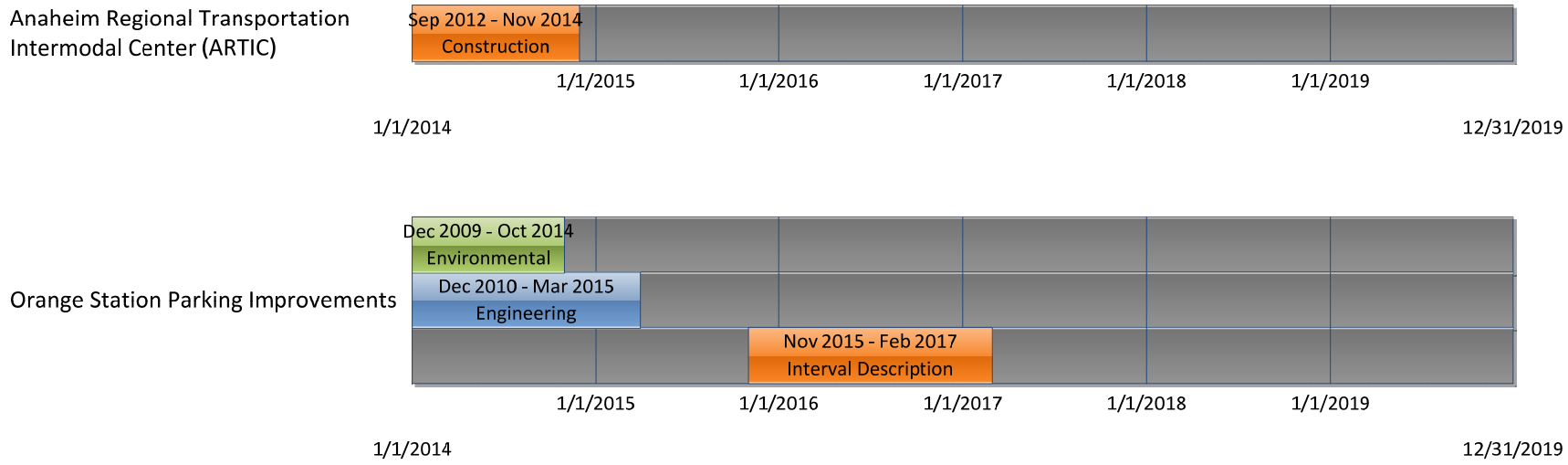
1/1/2014 — 12/31/2017

ELLIPSE Software Upgrade



1/1/2014 — 12/31/2017

Other Projects



2014 Quarterly Project Status Report

I-5 - Pico to Vista Hermosa

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha, Project Controls: George Saba

OCTA Project Number FC101, EA 0F96A1, CT ID 12-00020-277, ORA990929, PPNO 2531D

Environmental – Transystems (C-8-1238), Design – Parsons (C-0-1864), CM - Jacobs (TBD)

The project will add new HOV lanes on both directions of I-5 between Avenida Vista Hermosa Overcrossing and Avenida Pico Undercrossing. The project will provide 10 feet wide inside shoulder, 12 feet wide HOV lane with continuous access along with 4 12-foot wide general-purpose lanes and 10 foot wide outside shoulder.

Avenida Pico Interchange will be reconstructed to optimize the traffic movements within the interchange and provide bicycle lanes in both directions of Avenida Pico.

MAP

CURRENT STATUS

Project will be RTL on May 5, 2014, provided the Construction Coop is executed before this date. CTC will vote the construction phase funds on its June 26, 2014 meeting.

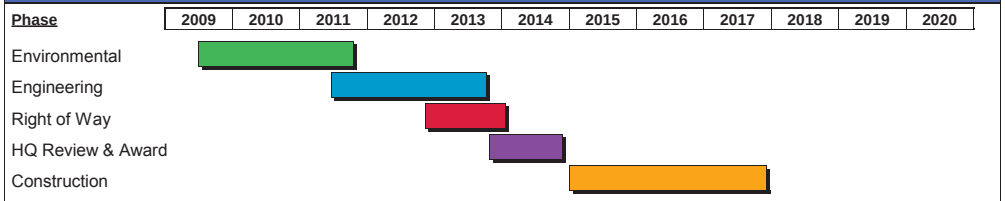
Work around (3w) ROW Certification was approved on January 29, 2014. Utility Relocation Agreements were signed on December 17, 2013, hence, MAP-21 Buy America requirements are met.

The Construction Forecast at Completion cost is based on December 24, 2013 Engineer's Estimate.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$1,686	$1,686
Engineering	$7,505	$7,505
Public Awareness / Outreach	$1,029	$513
Right of Way Services	$1,840	$995
Legal Services	$300	$300
Construction Management	$11,457	$11,457
Project Support Contingency	$1,012	$1,012
Right of Way / Utilities	$8,561	$8,014
Construction	$68,602	$68,191
Project Mgmt and Contingency	$11,022	$11,022
PROJECT TOTAL	**$113,014**	**$110,695**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	June 2009	**June 2009**
Complete Environmental	December 2011	**October 2011**
Begin Design	June 2011	**June 2011**
Complete Design	October 2013	**October 2013**
ROW Certification	January 2014	**January 2014**
Advertise	October 2014	September 2014
Begin Construction	February 2015	December 2014
Complete Construction	February 2018	December 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - Vista Hermosa to PCH

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha, Project Controls: George Saba

OCTA Project Number FC103, EA 0F96C1, CT ID 12-00020-278, ORA111002, PPNO 2531E

Environmental – Transystems (C-8-1238), Design – AECOM (C-1-2543), CM - Caltrop (TBD)

The project will add new HOV lanes on both directions of I-5 between Avenida Vista Hermosa Overcrossing and Pacific Coast Highway Undercrossing. The project will provide 10 feet wide inside Shoulder, 12 feet wide HOV lane with continuous access along with 4 12-foot wide general-purpose Lanes and 10-foot wide outside shoulder.

The project will also reconstruct on and off ramps at Avenida Vista Hermosa and Camion de Estrella and re-establish existing auxiliary lanes. Avenida Vaquero Undercrossing will be widened in both directions to accommodate the new HOV lanes.

MAP

CURRENT STATUS

Project was advertised on February 3, 2014. Bid Opening date was changed from March 27, 2014 to April 17, 2014 due to a Design Addendum issued on March 17, 2014.

A mandatory Pre Bid Meeting is scheduled for March 10, 2014 at CT District 12 offices.

CTC voted the construction and construction engineering funds on October 8, 2013.

Construction E-76 was submitted to FHWA on November 4, 2013, and approved on January 16, 2014.

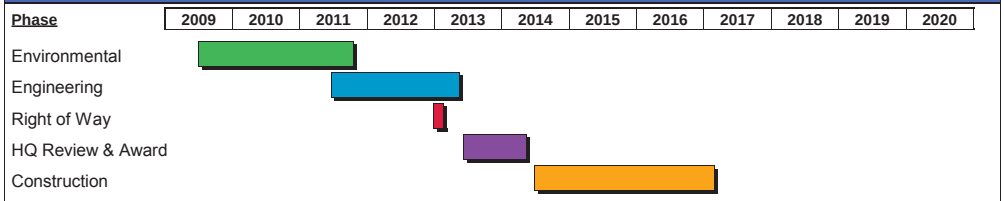
Project Baseline Schedule was updated to reflect estimated construction start date and construction duration to depict the relation to Segment 3 construction start date and construction duration.

The Construction Forecast at Completion cost is based on the January 17, 2014 BEES.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$1,686	$1,686
Engineering	$6,365	$6,369
Public Awareness / Outreach	$315	$315
Right of Way Services	$15	$15
Construction Management	$9,398	$9,798
Project Support Contingency	$172	$168
Right of Way / Utilities	$61	$61
Construction	$56,374	$55,180
Project Mgmt and Contingency	$1,246	$1,246
PROJECT TOTAL	**$75,632**	**$74,838**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	June 2009	**June 2009**
Complete Environmental	December 2011	**October 2011**
Begin Design	June 2011	**June 2011**
Complete Design	February 2013	**May 2013**
ROW Certification	April 2013	**February 2013**
Advertise	October 2013	**February 2014**
Begin Construction	June 2014	June 2014
Complete Construction	March 2017	March 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - PCH to San Juan Creek Rd.

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha, Project Controls: George Saba

OCTA Project Number FC104, EA 0F96E1, CT ID 12-00020-279, ORA111001, PPNO 2531F

Environmental – Transystems (C-8-1238), Design – TRC (C-1-2544), CM - Hill International (C-3-1820), Construction - Shimmick Construction Co.

The project will add new HOV lanes on both directions of I-5 between Camino Estrella Overcrossing to San Juan Creek Road Undercrossing. The project will provide 10 feet wide inside shoulder, 12 feet wide HOV lane with continuous access along with 4 12-foot wide general-purpose lanes and 10 foot wide outside shoulder. The project will also reconstruct on and off ramps at Camino Las Ramblas/Pacific Coast Highway. Northbound I-5 to Northbound PCH Connector, and I-5 / Camino Las Ramblas undercrossing will be widened in both directions.

MAP

CURRENT STATUS

Project was advertised on August 19, 2013. Bids were opened on October 31, 2013. Contract was awarded on December 4, 2013. Construction Contract was approved on December 20, 2013. First working day was March 3, 2014.

The CM Firm contract, Hill International, was signed on February 28, 2014.

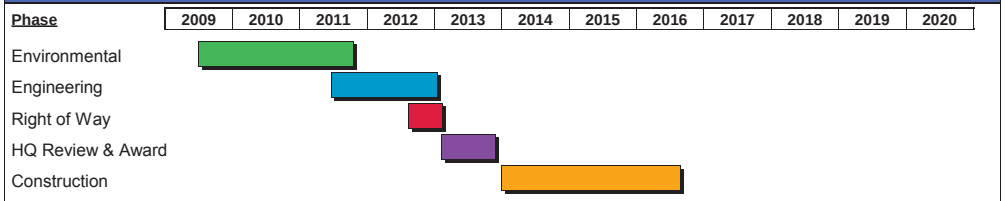
Construction is 5% complete.

The Construction Forecast at Completion cost is based on the project allotment.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$1,686	$1,686
Engineering	$5,464	$5,463
Public Awareness / Outreach	$344	$344
Right of Way Services	$72	$61
Construction Management	$8,136	$8,136
Project Support Contingency	$992	$997
Right of Way / Utilities	$226	$132
Construction	$48,306	$41,374
Project Mgmt and Contingency	$5,446	$2,546
PROJECT TOTAL	**$70,672**	**$60,739**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	June 2009	**June 2009**
Complete Environmental	December 2011	**October 2011**
Begin Design	June 2011	**June 2011**
Complete Design	January 2013	**January 2013**
ROW Certification	April 2013	**February 2013**
Advertise	August 2013	**August 2013**
Begin Construction	January 2014	**December 2013**
Complete Construction	September 2016	September 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5/Ortega Highway Interchange

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha, Project Controls: George Saba

OCTA Project Number FD101, EA 0E3101, CT ID 12-00000-102, ORA120326, PPNO 4102

Environmental – City of SJC, Design – Caltrans, CM - Caltrans, Construction - Flatiron West, Inc.

Reconstruct the I-5/SR-74 Interchange to better accommodate existing and future traffic volumes, and alleviate the congestion within the interchange area. Improvements along the I-5 are within 1000 feet of SR-74 to both the north and south. Improvements along SR-74 are from El Camino Real to approximately 500 feet east of Los Cerritos Ave.

MAP

CURRENT STATUS

The south half of Ortega Highway bridge was demolished on August 2 & 3, 2013. Phase one of the new structure construction started and would last six months.

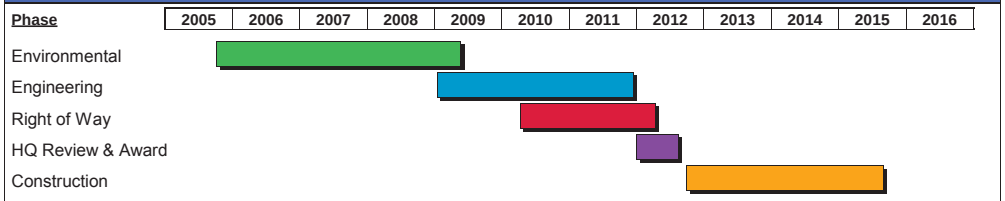
Construction is 30% complete.

Construction Forecast at Completion cost is based on the project allotment plus landscaping costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$2,500	$1,700
Engineering	$7,373	$7,373
Public Awareness / Outreach	$108	$108
Right of Way Services	$3,527	$3,112
Construction Management	$4,581	$6,574
Project Support Contingency	$942	$162
Right of Way / Utilities	$28,757	$28,753
Construction	$38,814	$31,231
Project Mgmt and Contingency	$4,345	$2,010
PROJECT TOTAL	**$90,947**	**$81,023**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2005	**September 2005**
Complete Environmental	June 2009	**June 2009**
Begin Design	January 2009	**January 2009**
Complete Design	November 2011	**December 2011**
ROW Certification	March 2012	**April 2012**
Advertise	June 2012	**June 2012**
Begin Construction	September 2012	**September 2012**
Complete Construction	September 2015	September 2015

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - SR 73 to Oso Pkwy

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha Project Controls: George Saba

OCTA Project Number FC102, EA 0K0201, CT ID 12-00000-318, ORA111801.

Environmental – Transystems (C-0-1794) Design - TBD

I-5 - SR 73 to El Toro Road is the overall project. This project (Segment 1) will widen I-5 in each direction between SR-73 and Oso Creek (approximately 2.2 miles) to increase freeway capacity and reduce congestion in the Laguna Niguel, Mission Viejo, and Laguna Hills areas.

The project will add One General Purpose lane in each direction, reconstruct Avery Parkway interchanges and add auxiliary lanes where needed.

MAP

CURRENT STATUS

PS&E RFP was released on February 10, 2014.

On November 20, 2013, Alternative 2 was selected by the PDT as the LPA.

Public Hearing was held on September 25, 2013.

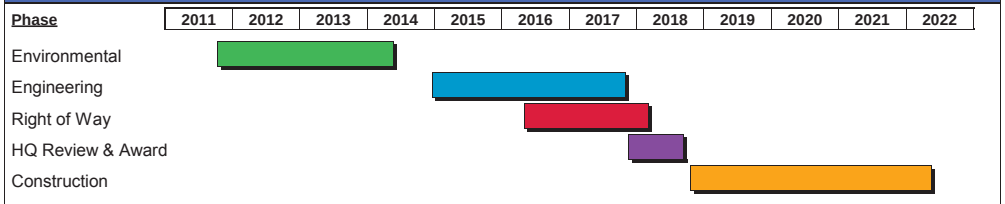
Public Review Period started on September 6, 2013 and ended on October 7, 2013.

The Forecast at Completion Cost is based on the project's approved Draft PA/ED dated December 31, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$2,368
Engineering	$0	$7,369
Public Awareness / Outreach	$0	$1,172
Right of Way Services	$0	$5,196
Construction Management	$0	$11,723
Project Support Contingency	$0	$1,391
Right of Way / Utilities	$0	$32,476
Construction	$0	$78,157
Project Mgmt and Contingency	$0	$14,694
PROJECT TOTAL	**$0**	**$154,546**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2011	**October 2011**
Complete Environmental	June 2014	May 2014
Begin Design		December 2014
Complete Design		November 2017
ROW Certification		March 2018
Advertise		May 2018
Begin Construction		October 2018
Complete Construction		May 2022

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - Oso Pkwy to Alicia Pkwy

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha, Project Controls: George Saba

OCTA Project Number FC105, EA TBD, CT ID TBD, ORA111801

Environmental – Transystems (C-0-1794) Design - TBD

I-5 - SR 73 to El Toro Road is the overall project. This project (Segment 2) will widen I-5 in each direction between Oso Creek and Alicia Parkway (approximately 2.6 miles) to increase freeway capacity and reduce congestion in Mission Viejo, Laguna Hills, and Lake Forest areas.

The project will add one general purpose lane in each direction, reconstruct La Paz Road Interchange and add auxiliary lanes where needed.

MAP

CURRENT STATUS

PS&E RFP was released on December 12, 2013. On April 14, 2014, BOD will vote on staff recommendation to select Transystems for the preparation of PS&E package.

On November 20, 2013, Alternative 2 was selected by the PDT as the LPA.

Public Hearing was held on September 25, 2013.

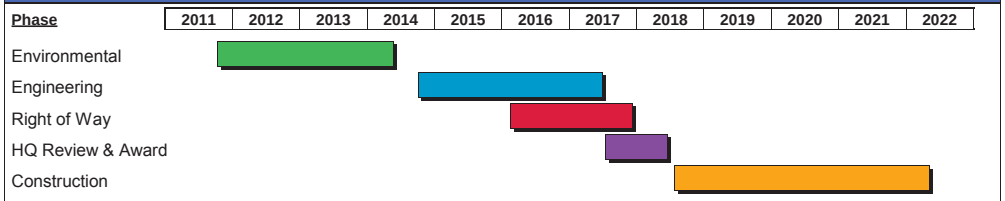
Public Review Period started on September 6, 2013 and ended on October 7, 2013.

The Forecast at Completion Cost is based on the project's approved Draft PA/ED dated December 31, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$2,368
Engineering	$0	$11,328
Public Awareness / Outreach	$0	$1,841
Right of Way Services	$0	$1,284
Construction Management	$0	$18,407
Project Support Contingency	$0	$1,761
Right of Way / Utilities	$0	$10,697
Construction	$0	$122,723
Project Mgmt and Contingency	$0	$18,253
PROJECT TOTAL	**$0**	**$188,662**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2011	October 2011
Complete Environmental	June 2014	May 2014
Begin Design		September 2014
Complete Design		July 2017
ROW Certification		December 2017
Advertise		March 2018
Begin Construction		July 2018
Complete Construction		May 2022

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - Alicia Pkwy to El Toro Rd

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Hamid Torkamanha, Project Controls: George Saba

OCTA Project Number FC106, EA TBD, CT ID TBD, ORA131712

Environmental – Transystems (C-0-1794) Design - TBD

I-5 - SR 73 to El Toro Road is the overall project. This project (Segment 3) will widen I-5 in each direction between Alicia Parkway and El Toro Road (approximately 1.7 miles) to increase freeway capacity and reduce congestion in Laguna Hills, and Lake Forest areas.

The project will add One General Purpose lane in each direction, extend the second HOV lane on both directions from El Toro Road to Alicia Parkway and add auxiliary lanes where needed.

MAP

CURRENT STATUS

PS&E RFP will be released on April 14, 2014.

On November 20, 2013, Alternative 2 was selected by the PDT as the LPA.

Public Hearing was held on September 25, 2013.

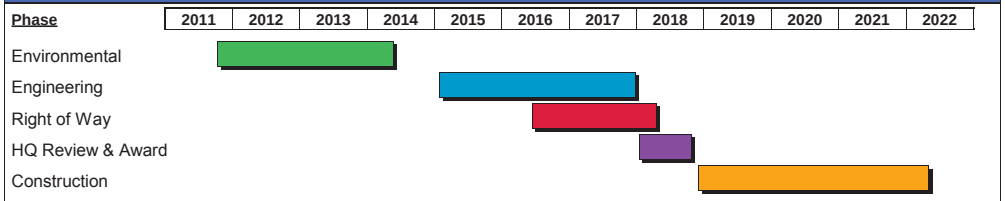
Public Review Period started on September 6, 2013 and ended on October 7, 2013.

The Forecast at Completion Cost is based on the project's approved Draft PA/ED dated December 31, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$2,368
Engineering	$0	$6,443
Public Awareness / Outreach	$0	$1,016
Right of Way Services	$0	$4,573
Construction Management	$0	$10,168
Project Support Contingency	$0	$1,228
Right of Way / Utilities	$0	$22,866
Construction	$0	$67,797
Project Mgmt and Contingency	$0	$12,277
PROJECT TOTAL	**$0**	**$128,736**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2011	October 2011
Complete Environmental	June 2014	May 2014
Begin Design		January 2015
Complete Design		January 2018
ROW Certification		April 2018
Advertise		July 2018
Begin Construction		November 2018
Complete Construction		May 2022

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - I-405 to SR-55

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jeannie Lee, Project Controls: George Saba

OCTA Project Number FB101, EA 0K670K, CT ID 12-00020-052, ORA130302

Environmental – URS (C-3-1433)

This project will add one general-purpose lane in both directions of the Santa Ana Freeway (I-5) from I-405 to SR-55. The PSR proposes two build alternatives. Alternative 2a will add a general-purpose lane in each direction, implement a continuous access HOV ingress/egress configuration, provide standard lane, and shoulder widths. Alternative 2b will add a general-purpose lane in each direction; implement a continuous access HOV ingress/egress configuration using nonstandard lane and shoulder widths to limit right-of-way impacts. Project length is 9 miles.

Additional features of the project include improvements to various interchanges. Auxiliary lanes will be added in some segments and re-established in others within the project limits.

MAP

CURRENT STATUS

Contract Documents Conformance Letter will issued by Caltrans Audits and Investigations in the first week of April. Contract with URS can be executed now.

The IQA Cooperative Agreement with Caltrans was executed on June 26, 2013.

PA/ED E-76 was submitted to CT on April 8, 2013 and was approved by FHWA on August 23, 2013.

The Forecast at Completion Cost is based on the approved PSR-PDS cost estimate (prepared in December 2011 and updated in January 2013) which represents the Environmental phase only. Design and Construction phases will be updated when additional project funding is identified.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$7,000	$7,000
Engineering	$0	$0
Public Awareness / Outreach	$350	$350
Right of Way Services	$0	$0
Construction Management	$0	$0
Project Support Contingency	$370	$370
Right of Way / Utilities	$0	$0
Construction	$0	$0
Project Mgmt and Contingency	$1,835	$1,835
PROJECT TOTAL	**$9,555**	**$9,555**

CURRENT SCHEDULE

MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2013	May 2014
Complete Environmental	June 2016	January 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 - SR-55 to SR-57

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Dennis Mak, Project Controls: George Saba

OCTA Project Number FA101, EA 0C8901/0G2601, CT ID 12-00000-085, ORA111210, PPNO 2883A

Environmental – AECOM (C-0-1785)

The project scope was downscaled to address feasible HOV alternatives:

Alternative 1 is a No Build.

Alternative 5B will remove the existing barrier between the HOV lane and general-purpose lanes. Add a second HOV lane adjacent to the existing HOV lane and restripe for a continuous ingress/egress access. This alternative will also remove the I-5 Main Street HOV on- and off-ramps. The project will also provide way-finding signs for the Discovery Science Center to mitigate the removal of the Main Street HOV drop ramps.

MAP

CURRENT STATUS

Noise Study Report the NADR are in the process of being updated along with the Mandatory and Advisory fact sheets. The MAR is also being updated.

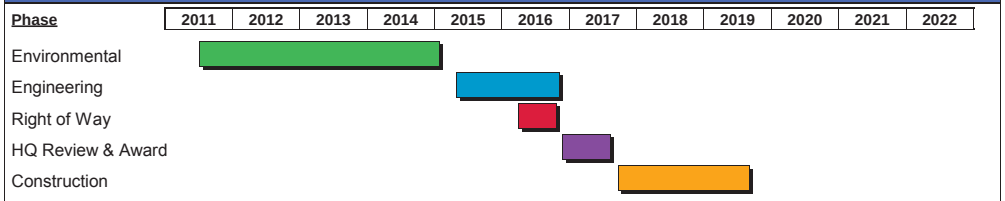
1st/4th street ramps are deleted from the project scope. Main Street HOV ramps will be closed and removed as part of the project.

The Construction Forecast at Completion cost is based on the draft PR/ED cost estimate dated October 3, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$1,458
Engineering	$0	$2,864
Public Awareness / Outreach	$0	$600
Right of Way Services	$0	$24
Construction Management	$0	$4,187
Project Support Contingency	$0	$213
Right of Way / Utilities	$0	$24
Construction	$0	$27,280
Project Mgmt and Contingency	$0	$5,648
PROJECT TOTAL	**$0**	**$42,298**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	July 2011	**June 2011**
Complete Environmental	June 2013	February 2015
Begin Design		April 2015
Complete Design		November 2016
ROW Certification		October 2016
Advertise		May 2017
Begin Construction		September 2017
Complete Construction		September 2019

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-5 Continuous HOV Lane Access

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Doug Pekrul, Project Controls: Denise Revel

OCTA Project Number: A9157, EA 0L8501, CT ID 12-00020-236, PPNO 2678

Environmental and Design-FPL (C-0-1887).

The project proposes to convert the existing High Occupancy Vehicle (HOV) facility from a buffer separated and limited access operation to full-time continuous access HOV facility on Interstate 5 between State Route 57 and Beach Boulevard. The project limits are approximately 8 miles in total. The proposed modifications will allow motorists to access or leave the HOV facility at any convenient point along the entire route within the project limits. There is no capacity increase or right of way acquisition requirement.

MAP

CURRENT STATUS

The project limits have been reduced to SR-57 to Beach Blvd (approx. 9 miles). The PSR/PR is being revised and is planned to be sent to Caltrans for review in May 2014. Resolving the centerline alignment for the "north end" of the project (between SR-91 and Beach Blvd.) is delaying completion of the PSR/PR. The centerline alignment information is needed to determine whether there are non-standard features in the "north end

An amendment to add four wayfarer sign panels to the scope of work to assist a sister project was issued to the design consultant.

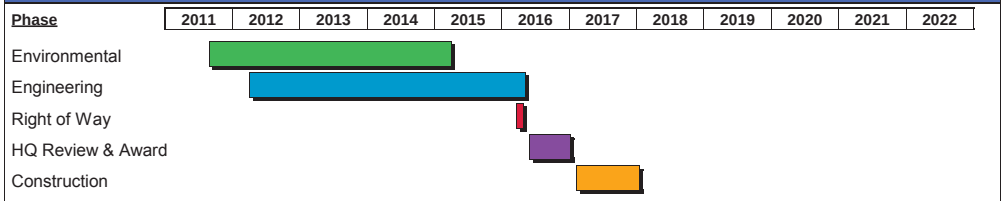
STIP funding was approved for FY16/17.

The Construction Forecast at Completion cost is based on historical data of similar projects.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$843
Engineering	$0	$339
Public Awareness / Outreach	$0	$7
Right of Way Services	$0	$16
Construction Management	$0	$548
Project Support Contingency	$0	$88
Construction	$0	$3,046
Project Mgmt and Contingency	$0	$920
PROJECT TOTAL	**$0**	**$5,807**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	August 2011	**August 2011**
Complete Environmental	April 2015	April 2015
Begin Design	March 2012	**March 2012**
Complete Design	May 2016	May 2016
ROW Certification	May 2016	May 2016
Advertise	October 2016	October 2016
Begin Construction	January 2017	January 2017
Complete Construction	January 2018	January 2018

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-55 - I-405 to I-5

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Steven King, Project Controls: Denise Revel

OCTA Project Number FF101, EA 0J3401, CT ID 12-00020-238, ORA100511

Environmental-HDR (C-0-1587).

The project will add new lanes (approximately 6 miles) on SR-55 between north of I-405 to south of I-5 connectors to increase freeway capacity and reduce congestion in central Orange County areas. The project is located in the cities of Santa Ana, Irvine and Tustin. The PSR has 5 build alternatives: (1) add one auxiliary lane in both directions and provides full freeway standard features; (2) adds a fifth general purpose (GP) lane in both directions in lieu of auxiliary lanes; (3) combines Alternative 1 and Alternative 2 to provide an auxiliary lane and GP lane in both directions; (4) combines Alternative 1 and Alternative 2 and adds a HOV lane; (5) combines Alternative 1 and adds a new lane in each direction to increase capacity of the existing freeway. Alternative (4) was rejected in the PSR due to the extensive right of way impacts.

MAP

CURRENT STATUS

Major Activities:
Traffic Operations Report re-submitted
Community Impact Assessment submitted
Cultural Reports submitted
Air Quality Report approved
Draft Longitudinal Exception letter delayed until Preferred Alternative Selection

Ongoing Work:
Visual Impact Assessment report, Design Exception risk assessment, Draft Project Report, Draft Environmental Document

Upcoming Activities:
Public Hearing for Draft PR/ED

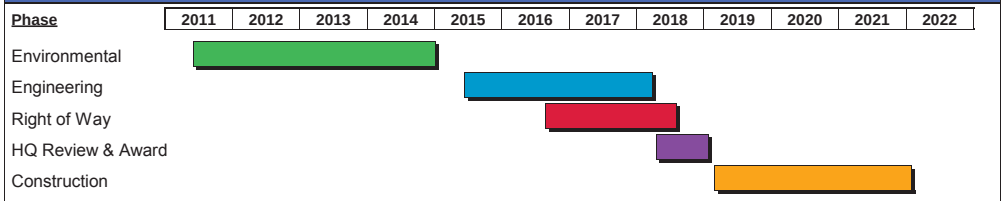
PAED Schedule impacted due to Caltrans' extended review of Traffic Operations Report

The Forecast at Completion cost is based on the November 2008 Final PSR/PDS.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$5,245
Engineering	$0	$11,761
Public Awareness / Outreach	$0	$1,961
Right of Way Services	$0	$9,588
Construction Management	$0	$19,609
Project Support Contingency	$0	$2,387
Right of Way / Utilities	$0	$57,526
Construction	$0	$130,729
Project Mgmt and Contingency	$0	$35,757
PROJECT TOTAL	**$0**	**$274,563**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	February 2011	May 2011
Complete Environmental	November 2013	January 2015
Begin Design		June 2015
Complete Design		April 2018
ROW Certification		August 2018
Advertise		November 2018
Begin Construction		February 2019
Complete Construction		February 2022

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-57 NB - Katella to Lincoln

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Steven King, Project Controls: Denise Revel

OCTA Project Number FG101, EA 0F0401, CT ID 12-00000-109, ORA120333, PPNO 3829

Environmental and Design-HDR (C-7-0938), CM-Jacobs (C-0-1847), Construction-C.C. Myers.

The project provides for an additional northbound lane along SR-57 from .3 miles south of Katella Ave to .3 miles north of Lincoln Ave. Alt. 3, the selected alternative, will provide an additional general purpose (GP) lane within the defined project limits, and widen existing median shoulder and High Occupancy Vehicle (HOV) lane to standard width.

Additional features include the widening NB side of Katella Ave UC and Douglas OC, and partial reconstruction of NB ramps at Katella Ave IC, Ball Road IC and Lincoln Ave. IC. The overall project length is approximately 2.8 miles.

MAP

CURRENT STATUS

Construction contract was awarded on October 26, 2011 to C.C. Myers Inc. Contract Approval was on November 17, 2011. First working day on the project was January 11, 2012. Construction is about 67% complete.

Major Activities:
Stage 2 Traffic Switch

Ongoing Work: SWPPP monitoring, Roadway and Ramp excavation, Traffic closures being coordinated with Honda Center and Anaheim Stadium

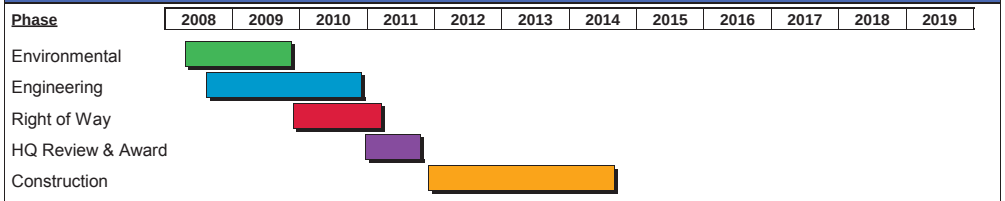
Upcoming Work:
Douglas Bridge appproach slabs
Outside barrier between Katella Ave On-Ramp and Douglas Bridge
Ball Rd. Gore Paving
Lincoln Ave. Gore Paving

The Construction Forecast at Completion cost is based on project allotment plus landscaping costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$1,328	$1,328
Engineering	$3,459	$3,459
Public Awareness / Outreach	$383	$285
Right of Way Services	$661	$636
Construction Management	$7,314	$7,314
Project Support Contingency	$379	$305
Right of Way / Utilities	$2,149	$1,442
Construction	$53,602	$21,070
Project Mgmt and Contingency	$9,443	$2,635
PROJECT TOTAL	**$78,718**	**$38,474**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	April 2008	**April 2008**
Complete Environmental	July 2009	**November 2009**
Begin Design	July 2008	**August 2008**
Complete Design	November 2010	**December 2010**
ROW Certification	February 2011	**March 2011**
Advertise	May 2011	**July 2011**
Begin Construction	November 2011	**November 2011**
Complete Construction	September 2014	September 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-57 NB - Orangethorpe to Yorba Linda

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Steven King, Project Controls: Denise Revel

OCTA Project Number FG102, EA 0F0311, CT ID 12-00000-107, ORA120332, PPNO 3788

Environmental-RBF (C-5-2261), Design-RBF (C-7-0887), CM-Athalye (C-9-0592), Construction-Beador.

This project will provide an additional northbound (NB) lane on the Orange Freeway (SR-57), and will widen all existing NB lanes and the NB median shoulder to standard widths. The widening of SR-57 under this project will be exclusively to the east and will result in a new GP lane in the NB direction within the project limits. The project limits are from the Orangethorpe Ave exit ramp in the City of Placentia (approximately 0.4 mile north of SR-91) to the Yorba Linda Blvd NB on-ramp in the City of Fullerton. Additional features of the project include widening on the NB side of Orangethorpe Ave UC, South Placentia Ave OH, Crowther Ave UC, Placentia Ave OH, Placentia Ave UC, Chapman Ave UC and Nutwood Ave UC. The overall project length is approximately 2.4 miles.

MAP

CURRENT STATUS

Construction contract was awarded on October 12, 2010 to Beador Construction Company. First working day of construction began on December 20, 2010. Construction progress is about 94% complete.

Major Activities:
JCPC Paving Complete

Ongoing Work:
SWPPP monitoring, Median Barrier construction, Resurface On and Off Ramps

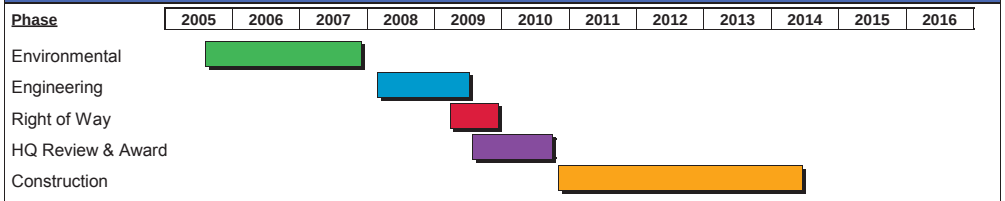
Upcoming Work:
Final Striping
Electrical System installation

The Construction Forecast at Completion cost is based on project allotment plus landscaping costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$595	$595
Engineering	$7,326	$7,326
Public Awareness / Outreach	$502	$380
Right of Way Services	$1,121	$1,080
Construction Management	$9,370	$9,370
Project Support Contingency	$7	$7
Right of Way / Utilities	$2,400	$2,400
Construction	$55,188	$32,430
Project Mgmt and Contingency	$3,738	$3,224
PROJECT TOTAL	**$80,247**	**$56,812**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	August 2005	**August 2005**
Complete Environmental	December 2007	**December 2007**
Begin Design	February 2008	**February 2008**
Complete Design	December 2009	**July 2009**
ROW Certification	April 2010	**December 2009**
Advertise	June 2010	**May 2010**
Begin Construction	October 2010	**October 2010**
Complete Construction	March 2014	June 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-57 NB - Yorba Linda to Lambert

Status thru March 2014

PROJECT DESCRIPTION

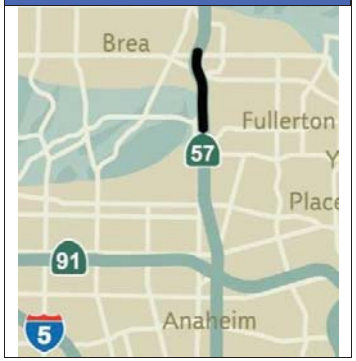
Project Manager: Steven King, Project Controls: Denise Revel

OCTA Project Number FG103, EA 0F0321, CT ID 12-00000-108, ORA081901, PPNO 3788A

Environmental-RBF (C-5-2261), Design-CH2M Hill (C-7-1247), CM-HDR (C-0-1348), Construction-C.C. Myers.

The northern most improvement of the SR-57 freeway will provide an additional northbound lane on the Orange Freeway (SR-57), and will widen all existing NB lanes and the NB median shoulder to standard widths. The widening of SR-57 under this project will be exclusively to the east. Project limits for the NB SR-57, Yorba Linda Boulevard to Lambert Road Project are from the Yorba Linda Boulevard NB on-ramp in the City of Fullerton to the Lambert Road exit ramp in the City of Brea (approximately 0.1 mile north of Lambert Road). Additional features of the project include widening and seismic retrofit (as required) of the NB side of Bastanchury Rd UC, Rolling Hills Dr UC, Associated Rd UC, Birch St UC, Brea OH, and Lambert Rd UC and partial reconstruction of the NB ramps at Imperial Hwy and Lambert exit ramp. The overall project length is approximately 2.5 miles.

MAP



CURRENT STATUS

Construction contract was awarded on October 13, 2010 to CC Myers, Inc. First working day of construction began on December 27, 2010. Construction progress is about 99% complete.

Activities completed:
Fiber Optic Splicing complete
Safety Anchor Blocks complete

Ongoing Work:
SWPPP Monitoring
Fiber optic testing
Punchlist items
Safety and Maintenance recommendations

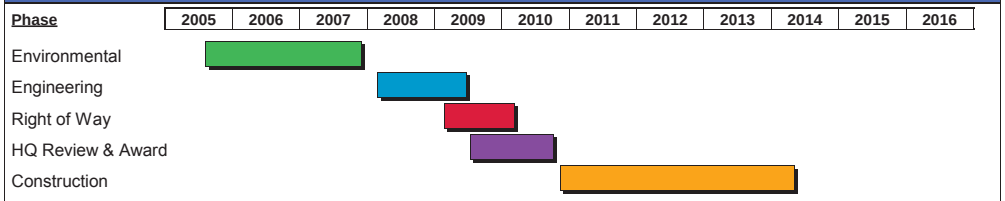
Upcoming:
Construction Contract Acceptance

The Construction Forecast at Completion cost is based on project allotment.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$595	$595
Engineering	$6,918	$6,918
Public Awareness / Outreach	$502	$380
Right of Way Services	$950	$950
Construction Management	$9,750	$9,750
Project Support Contingency	$22	$22
Right of Way / Utilities	$1,569	$1,569
Construction	$55,413	$33,420
Project Mgmt and Contingency	$3,611	$2,773
PROJECT TOTAL	**$79,330**	**$56,377**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	August 2005	**August 2005**
Complete Environmental	December 2007	**December 2007**
Begin Design	February 2008	**February 2008**
Complete Design	December 2009	**July 2009**
ROW Certification	April 2010	**March 2010**
Advertise	June 2010	**May 2010**
Begin Construction	November 2010	**November 2010**
Complete Construction	July 2014	May 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

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

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Doug Pekrul, Project Controls: Denise Revel

OCTA Project Number FH101, EA 0C5701, CT ID 12-00000-079, ORA000822, PPNO 4516A

Environmental-DMJM (C-7-0584), Design-RBF (C-9-0244), CM-AECOM (C-1-3125), Construction-C.C. Myers.

Implementation of this project will provide an additional general purpose lane on the Riverside Freeway (SR-91) in the westbound (WB) direction by connecting existing auxiliary lanes through the interchanges within the project limits to create a 4th continuous westbound general purpose lane. The project is located on SR-91 between SR-57 (to the east) and I-5 (to the west) and traverses through the Cities of Anaheim and Fullerton. WB aux. lanes will be replaced or added, and exit ramp will be modified to 2-lane exit ramps. Additional features include widening on the WB side of Brookhurst St. UC, Euclid St. UC, East St./Raymond Ave UC, State College Blvd UC, North Anaheim OH, and Acacia Ave. UC. The overall project length is approximately 4.5 miles.

MAP

CURRENT STATUS

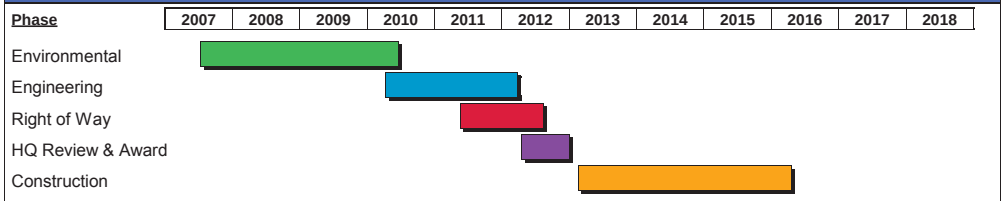
The project was awarded to C.C. Myers. Approximate construction percent complete is 22% dollars and 31% time. Currently working on all bridge structures forming and pouring footings and abutments. Also excavating and forming retaining walls.

The Construction Forecast at Completion cost is based on project allotment plus landscaping costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$1,400	$1,400
Engineering	$6,453	$6,453
Public Awareness / Outreach	$705	$448
Right of Way Services	$3,764	$2,077
Construction Management	$8,486	$8,886
Project Support Contingency	$239	$239
Right of Way / Utilities	$4,719	$2,000
Construction	$45,945	$38,760
Project Mgmt and Contingency	$6,382	$3,942
PROJECT TOTAL	**$78,093**	**$64,205**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	July 2007	**July 2007**
Complete Environmental	April 2010	**June 2010**
Begin Design	October 2009	**March 2010**
Complete Design	February 2012	**April 2012**
ROW Certification	June 2012	**August 2012**
Advertise	August 2012	**October 2012**
Begin Construction	February 2013	**February 2013**
Complete Construction	April 2016	April 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-91 - SR-57 to SR-55

Status thru March 2014

PROJECT DESCRIPTION

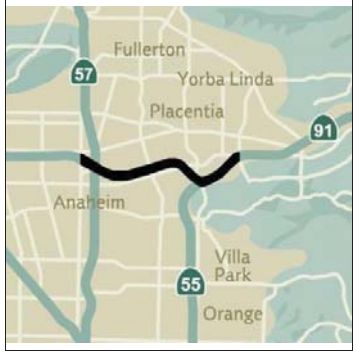
Project Manager: Doug Pekrul, Project Controls: Denise Revel

OCTA Project Number FI103, EA 0K980K, CT ID 12-00020-098, ORA130301

Implementation of this project on the Riverside Freeway (SR-91) will add one general purpose lane eastbound from SR-57 to SR-55, and one general purpose lane westbound from Glassell Street to State College Blvd. The overall project length is approximately 5 miles.

Additional features of the project include improvements to the Glassell, Tustin and Lakeview interchanges and freeway to freeway connectors from the NB SR-57 to SR-91. Auxiliary lanes will be added in some segments and re-established in others within the project limits.

MAP



CURRENT STATUS

The final PSR-PDS remains under review by OCTA and Caltrans with completion expected in September 2014. The PSR-PDS approval is delayed pending a decision on inclusion/exclusion of Option 1.

The project is funded through the Environmental Phase only.

The IQA Cooperative Agreement between Caltrans and OCTA and the PA/ED E-76 are on hold pending the approval of the Final PSR-PDS. The PA/ED consultant (RBF) is currently in contract negotiations with OCTA with completion expected in April 2014. Once complete, OCTA will submit to Caltrans for a RFP Audit Review. The Environmental phase will begin after the Caltrans audit.

The Forecast at Completion Cost is based on the draft PSR-PDS dated May 2013 and represents the Environmental phase only. Design and Construction phases will be updated when additional project funding is identified.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$6,500	$6,500
Engineering	$0	$0
Public Awareness / Outreach	$325	$325
Right of Way Services	$0	$0
Construction Management	$0	$0
Project Support Contingency	$341	$341
Right of Way / Utilities	$0	$0
Construction	$0	$0
Project Mgmt and Contingency	$1,707	$1,707
PROJECT TOTAL	**$8,873**	**$8,873**

CURRENT SCHEDULE

MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	February 2014	October 2014
Complete Environmental	September 2016	May 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-91 - Tustin Avenue/SR-55 Interchange

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Doug Pekrul, Project Controls: Denise Revel

OCTA Project Number FI102, EA 0C5601, CT ID 12-00000-078, ORA000821, PPNO 4587A

Caltrans D-12 is the Implementing Agency.

Implementation of this project will add a westbound auxiliary lane beginning at the northbound SR-55 to westbound SR-91 connector through the Tustin Avenue interchange. The overall project length is approximately 2 miles. The project is intended to relieve weaving congestion in this area.

Additional features of the project include reconstruction of the Santa Ana River Bridge to accommodate additional lanes and possible reconstruction of the Riverdale Ave. OC. and partial reconstruction of the NB ramps at the Imperial Highway (SR-90) Interchange and Lambert Rd. exit ramp.

MAP

CURRENT STATUS

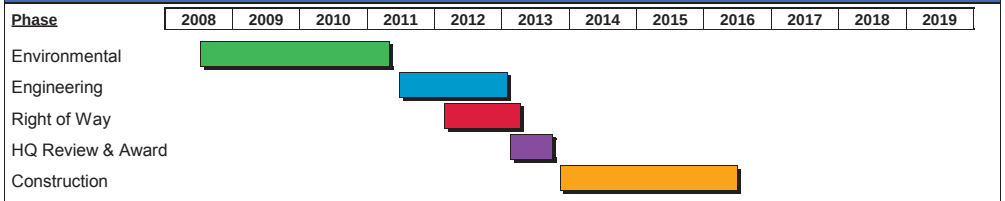
The project was awarded to OHL USA, Inc. for $18,596,893. Construction began January 21, 2014, with k-rail placement as the main order of work. Completion of the SCE pole relocation began at the end of March 2014 and will complete mid-April 2014. Construction is approximately 10% complete dollars and 5% complete time.

The Construction Forecast at Completion cost is based on project allotment.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$3,484	$3,488
Engineering	$5,790	$6,300
Public Awareness / Outreach	$327	$100
Right of Way Services	$1,930	$1,930
Construction Management	$4,900	$4,900
Project Support Contingency	$350	$136
Right of Way / Utilities	$6,717	$6,717
Construction	$24,087	$22,218
Project Mgmt and Contingency	$2,334	$2,034
PROJECT TOTAL	**$49,919**	**$47,823**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	July 2008	**July 2008**
Complete Environmental	July 2011	**May 2011**
Begin Design	July 2011	**June 2011**
Complete Design	March 2013	**February 2013**
ROW Certification	June 2013	**April 2013**
Advertise	August 2013	**June 2013**
Begin Construction	October 2013	**November 2013**
Complete Construction	July 2016	July 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

SR-91 - SR-55 to SR-241 / East of Weir Canyon

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Doug Pekrul, Project Controls: Denise Revel

OCTA Project Number FJ101, EA 0G3301, CT ID 12-00000-140, ORA030601, PPNO 4598A

Caltrans D-12 is the Implementing Agency. Construction-Sema.

Project limits are from the SR-91/SR-55 connector to a mile east of the Weir Canyon Road Interchange, approximately 6 miles in total. This project will provide an additional general-purpose lane on the Riverside Freeway (SR-91) in both directions (eastbound and westbound), and will widen the existing general-purpose lanes and outside shoulders to standard widths within the project limits. The project includes improvements to the WB on-ramps from Lakeview Avenue. No mainline freeway widening is planned on the westbound side from the Lakeview Avenue Interchange to the Imperial Highway (SR-90) Interchange. A high emphasis will be placed on aesthetic features for this segment of scenic highway. Additional features of the project include widening and seismic retrofit of the following two bridges on both the EB and WB sides: Imperial Highway UC (SR-91/SR-90 Separation); and, Weir Canyon Road UC.

MAP

CURRENT STATUS

All freeway lanes are open and in use as of the end of December 2012.

All major construction work was completed on March 5, 2013.

Contract acceptance was given on October 30, 2013.

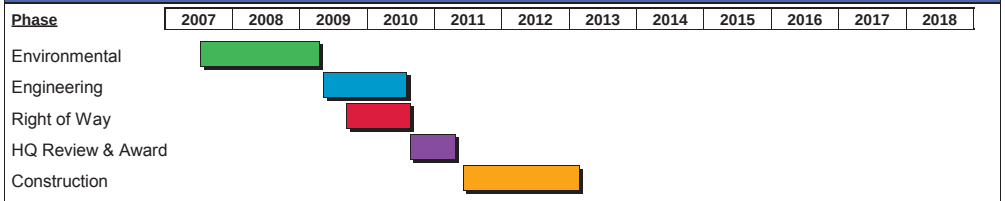
The follow-on landscape project began work in March 2014.

The Construction Forecast at Completion cost is based on project allotment plus landscaping costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$4,763	$4,228
Engineering	$9,050	$8,224
Public Awareness / Outreach	$714	$112
Right of Way Services	$1,266	$270
Construction Management	$10,396	$10,116
Project Support Contingency	$1,309	$0
Right of Way / Utilities	$3,616	$150
Construction	$84,968	$56,661
Project Mgmt and Contingency	$12,314	$1,106
PROJECT TOTAL	**$128,396**	**$80,867**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	July 2007	**July 2007**
Complete Environmental	July 2009	**April 2009**
Begin Design	June 2009	**April 2009**
Complete Design	January 2011	**August 2010**
ROW Certification	January 2011	**September 2010**
Advertise	June 2011	**February 2011**
Begin Construction	May 2011	**May 2011**
Complete Construction	December 2012	**March 2013**

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-405 Continuous HOV Lane Access

Status thru March 2014

PROJECT DESCRIPTION

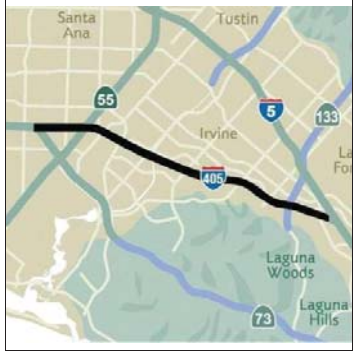
Project Manager: Doug Pekrul, Project Controls: Denise Revel

OCTA Project Number: A9156, EA 0J4401, CT ID 12-00020-192, PPNO 4926C

Environmental and Design-Stantec (C-1-2545).

The project proposes to convert the existing High Occupancy Vehicle (HOV) facility from a buffer separated and limited access operation to full-time continuous access HOV facility on Interstate 405 between Interstate 5 and State Route 73. The project limits are approximately 10 miles. The proposed modifications will allow motorists to access or leave the HOV facility at any convenient point along the entire route within the project limits. There is no capacity increase or right of way acquisition requirement.

MAP



CURRENT STATUS

Approval of the Project Report was obtained on January 13, 2014.

The project is processing close-out documents.

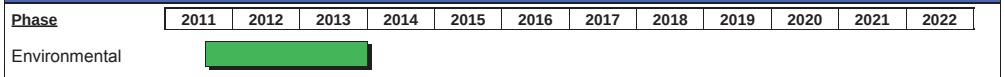
The PS&E design and construction phases of the project work will be absorbed by a follow-on M2 project(s).

The Construction Forecast at Completion cost reflects the project scope reduction to complete the Environmental and Preliminary Design only.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$590
Engineering	$0	$250
Public Awareness / Outreach	$0	$0
Right of Way Services	$0	$0
Construction Management	$0	$0
Project Support Contingency	$0	$0
Construction	$0	$0
Project Mgmt and Contingency	$0	$154
PROJECT TOTAL	**$0**	**$994**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	August 2011	August 2011
Complete Environmental	January 2014	January 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-405 - I-5 to SR-55

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jeannie Lee Project Controls: George Saba

OCTA Project Number FL101, EA 0K710K, CT ID 12-00000-370, ORA131304, PPNO TBD

Environmental - TBD

The project will widen the I-405 in each direction between I-5 and SR-55 (Approximately 8.5 miles) to increase freeway capacity and reduce congestion in the Irvine, Costa Mesa and Santa Ana areas.

The PSR has two build alternatives proposed: (1) No Build; (2) Add a general purpose (GP) lane in the northbound direction from SR-133 to Culver Dr. and in the southbound direction from Irvine Center Dr. to University Dr./Jeffrey Rd.; (3) Alternative 2 plus adding a second GP in the northbound direction from SR-133 to Jamboree Rd. and in the southbound direction from SR-133 to Culver Dr.

MAP

CURRENT STATUS

PA/ED RFP was released by CAMM on January 27, 2014. BOD will vote on the consultant selection recommendation on May 5, 2014.

PSR was approved on December 10, 2013.

The Forecast at Completion Cost is based on the approved PSR-PDS cost estimate dated December 10, 2013 which represents the Environmental phase only for build alternative 3. Design and Construction phases will be updated when additional funding is identified.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$5,000	$5,000
Engineering	$0	$0
Public Awareness / Outreach	$250	$250
Right of Way Services	$0	$0
Construction Management	$0	$0
Project Support Contingency	$260	$260
Right of Way / Utilities	$0	$0
Construction	$0	$0
Project Mgmt and Contingency	$1,315	$1,315
PROJECT TOTAL	**$6,825**	**$6,825**

CURRENT SCHEDULE

MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental		November 2014
Complete Environmental		June 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-405 - SR-55 to I-605 - Design-Build

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jeff Mills, Project Controls: Denise Revel

OCTA Project Number FK101, EA 0H1001, CT ID 12-00000-180, ORA030605, ORA100507

Environmental-Parsons (C-8-0693).

The project will add new lanes, improve interchanges and widen local overcrossings to the San Diego Freeway from SR-73 in Costa Mesa to the San Gabriel River Freeway (Interstate 605) near the Orange County/Los Angeles County border.

There are three alternatives: (1) add one general purpose lane in each direction; (2) add two general purpose lanes in each direction; and (3) add one general purpose lane and one express lane in each direction; the new express lane and existing high-occupancy vehicle (HOV) lane would be operated as a two-lane express facility in each direction.

MAP

CURRENT STATUS

OCTA Board of Directors approved $1.3B for this project on September 10, 2012. Board selected Alternative 1 as the Locally Preferred Alternative on October 22, 2012. Board selected Parsons Transportation Group to act as Program Manager on December 10, 2012. Board reaffirmed support for Alternative 1 on December 9, 2013.

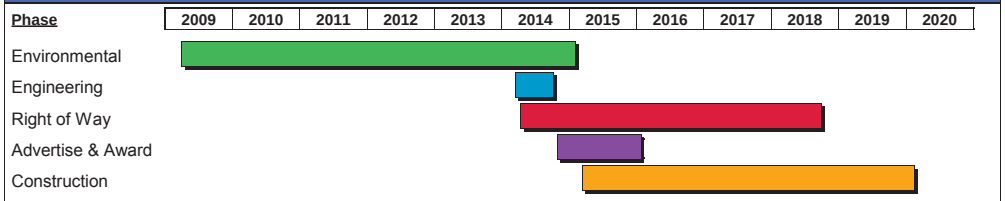
PMC NTP was provided on March 3, 2014. Caltrans PA selection anticipated for April 2014. Release of RFP for Construction Management (CM) services is expected to be in May 2014. Release of RFQ for Design-Builder is expected to be July 2014.

The Construction Forecast at Completion cost is based on the Draft Project Report, dated May 2012, Alternative 1-modified to eliminate southbound braided ramps for more traditional ramp configurations at Magnolia/Warner Interchange and assumes Design-Build Delivery.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$0	$16,363
Engineering	$0	$57,060
Public Awareness / Outreach	$0	$7,072
Right of Way Services	$0	$11,672
Legal Services	$0	$17,680
Construction Management	$0	$57,801
Project Support Contingency	$0	$1,887
Right of Way / Utilities	$0	$46,687
Construction	$0	$914,982
Project Mgmt and Contingency	$0	$123,255
PROJECT TOTAL	**$0**	**$1,254,459**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	March 2009	**March 2009**
Complete Environmental	March 2013	February 2015
Begin Design		**March 2014**
Complete Design		October 2014
ROW Certification		October 2018
Advertise		March 2015
Begin Construction		February 2016
Complete Construction		February 2020

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-405/SR-22 HOV Connector

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Dennis Mak, Project Controls: George Saba

OCTA Project Number F7200, EA 071621, CT ID 12-00000-036, ORA000193, PPNO 2868B

Design – Parsons (C-6-0636), CM – Harris & Associates (C-9-0630), Construction - Atkinson

The project will construct direct HOV connector from SR-22 to I-405, between Seal Beach Boulevard and Valley View Street with a second HOV lane in each direction on I-405. Included in this project is the installation of ITS (Intelligent Traffic System) and closed circuit television (CCTV) on I-405 between SR-22 and Seal Beach Boulevard.

MAP

CURRENT STATUS

Ongoing Major Activities:

· EB-22 to SB-405 Direct HOV Connector under construction

· SB-405 to EB-22 Connector was opened for traffic on August 9, 2013.

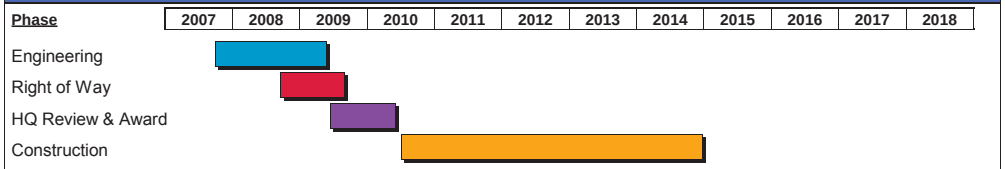
Construction is 82% Complete.

Construction Forecast at Completion cost is based on the project allotment plus landscaping costs for both segments (East and West).

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Engineering	$12,169	$13,125
Public Awareness / Outreach	$1,667	$558
Right of Way Services	$2,520	$691
Construction Management	$20,062	$18,877
Project Support Contingency	$731	$561
Right of Way / Utilities	$20,460	$3,767
Construction	$120,225	$80,358
Project Mgmt and Contingency	$18,092	$3,843
PROJECT TOTAL	**$195,926**	**$121,780**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Design	September 2007	**September 2007**
Complete Design	September 2009	**June 2009**
ROW Certification	February 2010	**September 2009**
Advertise	May 2010	**February 2010**
Begin Construction	June 2010	**June 2010**
Complete Construction	August 2014	December 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

I-405/I-605 HOV Connector

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Dennis Mak, Project Controls: George Saba

OCTA Project Number F7210, EA 071631, CT ID 12-00000-037, ORA000194, PPNO 2868C

Design – TRC Solutions (C-7-0220), CM – Caltrop (C-9-0363), Construction - Atkinson

The project will construct direct HOV connector from I-405 to I-605, between Katella Avenue and Seal Beach Boulevard with a second HOV lane in each direction on I-405. Included in this project is the installation of ITS (Intelligent Traffic System) and closed circuit television (CCTV) on I-405 between Seal Beach Boulevard and I-605, and on I-605, between I-405 and Katella Avenue.

MAP

CURRENT STATUS

Ongoing Major Activities:

- Paving I-405 center median and outside pavement
- Pile driving at various bents of 405/605 HOV connector Work on Seal Beach Blvd structure started on August 29, 2012 and should be completed in December 2014.

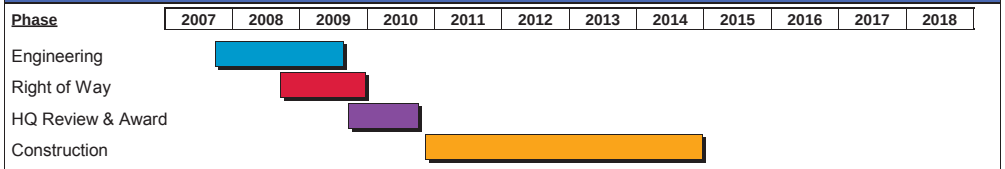
Construction is 79% complete.

Construction Forecast at Completion cost is based on the project allotment.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Engineering	$14,674	$15,226
Public Awareness / Outreach	$1,917	$808
Right of Way Services	$720	$547
Construction Management	$26,886	$24,461
Project Support Contingency	$446	$95
Right of Way / Utilities	$4,800	$269
Construction	$189,748	$122,115
Project Mgmt and Contingency	$21,223	$2,703
PROJECT TOTAL	**$260,414**	**$166,224**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Design	September 2007	**September 2007**
Complete Design	September 2009	**September 2009**
ROW Certification	February 2010	**December 2009**
Advertise	May 2010	**May 2010**
Begin Construction	November 2010	**November 2010**
Complete Construction	January 2015	December 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Sand Canyon Ave. Undercrossing

Status thru March 2014

PROJECT DESCRIPTION

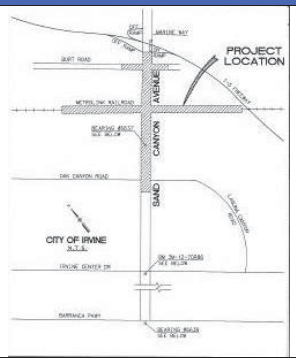
Project Manager: Jay Gabrielson, Project Controls: Kenneth Rose

OCTA Project Number TR202, ORA000118, EA12932101L, PPNO 9651

Design-Irvine (C-0-1511, CM-HDR (C-0-1518), Construction-C.C. Meyers (C-0-1662)

The Sand Canyon Avenue grade separation project is located along the Los Angeles - San Diego - San Luis Obispo (LOSSAN) rail corridor. The proposed project consists of lowering Sand Canyon Avenue under the Southern California Regional Rail Authority (SCRRA) to provide a grade separated crossing. The Sand Canyon Avenue undercrossing will be constructed approximately between Interstate -5 and Oak Canyon/Laguna Canyon Road, in the City of Irvine. A railroad bridge to accommodate two existing railroad tracks and a future third track will be built, while Sand Canyon Avenue will be depressed and reconstructed to accommodate six lanes of traffic. Construction of bypass tracks or shoofly and a temporary four-lane roadway to reroute traffic, are necessary to construct this project. Sand Canyon Avenue is planned to remain open during construction and traffic will be diverted onto a temporary roadway. A pump station will be located on the southeastern side of Sand Canyon Avenue to drain water accumulating during heavy rains.

MAP



CURRENT STATUS

Continued preparation of roadway section of new Sand Canyon. Placed curb and gutter along Southbound lanes. Completed underground utility work at Burt Road and roadway section. Continued work on pump station, backfilling and internal finishes. Continued installation of various storm drain systems. Kinder Morgan completed tie-in and removal of oil line. Restoration of TCE 4.3 and 3.4 completed.

April 2014 - Continue preparation of roadway section of new Sand Canyon. Continue placement curb, gutter and median. Continue storm drain and water laterals along Sand Canyon. Continue to import and placement of subbase for road section. Transfer to permanent traffic signal service at Burt Rd. Continue work on pump station. Continue installation of various storm drain systems.

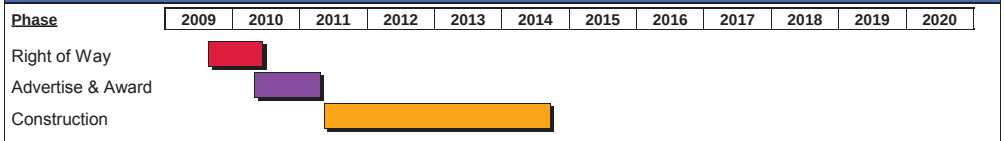
Negotiations with the City of Irvine continues in order to amend the co-op agreement.

The Construction Forecast at Completion cost is based on CC Myer's contract and other related construction cost.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Engineering	$5,587	$5,587
Public Awareness / Outreach	$130	$130
Right of Way Services	$20	$20
Construction Management	$5,506	$6,529
Project Support Contingency	$0	$0
Right of Way / Utilities	$14,533	$19,307
Construction	$28,675	$29,698
Project Mgmt and Contingency	$1,149	$1,149
PROJECT TOTAL	**$55,600**	**$62,420**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Design	July 2010	**July 2010**
ROW Certification	June 2010	**June 2010**
Advertise	October 2010	**October 2010**
Begin Construction	March 2011	**May 2011**
Complete Construction	May 2014	September 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Raymond Ave. Undercrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Andy Muth, Project Controls: Kenneth Rose

OCTA Project Number SO208, ORA000809, PPNO TC39

City of Fullerton is lead for all phases of work (C-9-0576).

The Raymond Avenue undercrossing project includes construction of a vehicular underpass at BNSF tracks that cross at Raymond Avenue, between Walnut Avenue and Ash Avenue, to alleviate the current and potential traffic impacts and to enhance safety at existing at-grade rail crossings.

The current plan includes lowering Raymond under the BNSF tracks and Valencia Drive. Two separate bridges will be constructed, one for the railroad and one for the road traffic. Connector roads on the west side of Raymond Avenue will provide a connection for Valencia Drive south of the crossing and Truslow Avenue north of the crossing. Raymond Avenue will be shifted 10 feet to the west to minimize impact to businesses on the east side of Raymond Avenue.

MAP

CURRENT STATUS

The Construction Contract was awarded to low bidder Flatiron by City Council on February 4, 2014. TCIF funding allocation was approved by the CTC at its January 29, 2014 meeting. LNTP was issued March 27, 2014.

Utility coordination continues. BNSF C&M agreement has been executed. The City has issued NTP to BNSF to order materials for railroad work in April 2014. NTPC is anticipated in late May / early June.

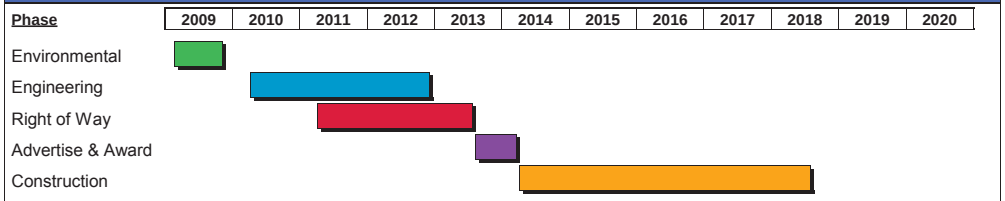
Coordination of property owner and tenant relocations continuing. Coordination is continuing with legal counsel regarding settlements of the remaining eminent domain suits.

The Construction Forecast at Completion cost has been updated to reflect the low bid received on December 9, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$1,200	$1,184
Engineering	$5,707	$4,706
Public Awareness / Outreach	$201	$200
Right of Way Services	$3,066	$1,139
Legal Services	$200	$2,500
Construction Management	$4,817	$7,327
Project Support Contingency	$337	$167
Right of Way / Utilities	$23,104	$33,562
Construction	$37,483	$59,759
Project Mgmt and Contingency	$1,071	$1,646
PROJECT TOTAL	**$77,186**	**$112,190**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	February 2009	**February 2009**
Complete Environmental	November 2009	**November 2009**
Begin Design	March 2010	**March 2010**
Complete Design	August 2012	**December 2012**
ROW Certification	November 2012	**July 2013**
Advertise	February 2013	**October 2013**
Begin Construction	March 2014	**March 2014**
Complete Construction	August 2018	August 2018

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

State College Blvd. Undercrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Andy Muth, Project Controls: Kenneth Rose

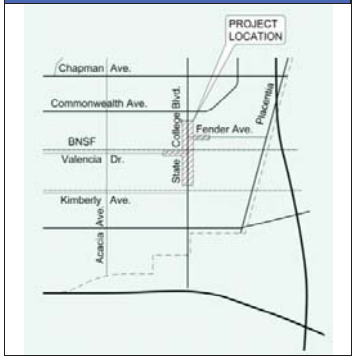
OCTA Project Number SO207, ORA040602, PPNO TC35

City of Fullerton is lead for all phases of work (C-9-0576).

The State College Boulevard corridor is a route that carries heavy commuter traffic due to commercial and industrial zoning. The route also serves as one of the primary accesses to California State Fullerton and the primary alternate route when SR-57 is congested.

The State College Boulevard grade separation project aims to construct a vehicular undercrossing at State College Boulevard and BNSF railroad crossing. The project limit extends from Santa Fe Avenue at the northerly terminus, and approximately 700 feet south of East Valencia Drive at the southerly terminus. State College Boulevard will be depressed under the BNSF railroad; therefore, Walnut Avenue, Valencia Drive and Fender Avenue would need to be lowered to meet the depressed State College Boulevard.

MAP



CURRENT STATUS

The Construction Contract was awarded by to low bidder USS Cal Builders by City Council on February 4, 2014. LNTP was issued March 27, 2014.

NTPC is anticipated in late May / early June. Utility coordination continues. BNSF C&M agreement has been executed. The City has issued NTP to BNSF to order materials for railroad work in April 2014.

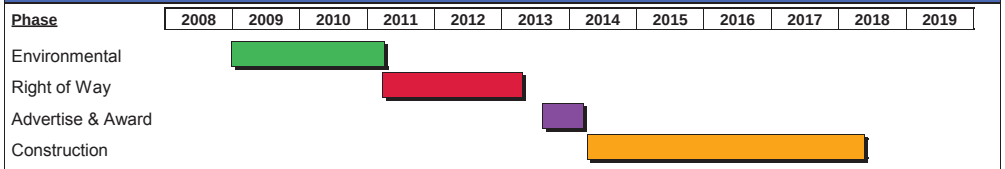
Coordination of property owner and tenant relocations is continuing. Coordination is continuing with legal counsel regarding settlements of the remaining eminent domain suits.

The Construction Forecast at Completion cost has been updated to reflect the low bid received on November 4, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$500	$550
Engineering	$1,732	$6,532
Public Awareness / Outreach	$235	$200
Right of Way Services	$2,154	$1,334
Legal Services	$300	$1,500
Construction Management	$5,645	$5,750
Project Support Contingency	$91	$161
Right of Way / Utilities	$15,489	$21,508
Construction	$46,505	$46,423
Project Mgmt and Contingency	$997	$2,046
PROJECT TOTAL	**$73,648**	**$86,004**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	December 2008	**December 2008**
Complete Environmental	January 2011	**April 2011**
Complete Design	August 2012	**February 2013**
ROW Certification	November 2012	**May 2013**
Advertise	February 2013	**September 2013**
Begin Construction	March 2014	**March 2014**
Complete Construction	May 2018	May 2018

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Placentia Ave. Undercrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jay Gabrielson, Project Controls: Kenneth Rose

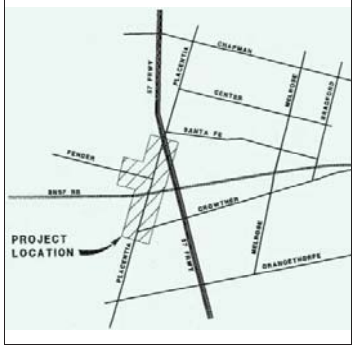
OCTA Project Number SO203, ORA02925, PPNO TC36

Environmental-Placentia, Design-Mark Thomas (C-8-0961), CM-AECOM (C-9-0924), Construction-Flatiron (C-0-1421)

The Placentia Avenue undercrossing will be constructed approximately between 85 feet south of Crowther Avenue and 670 feet north of Fender Avenue, in the cities of Placentia and Fullerton.

A railroad bridge to accommodate two existing BNSF tracks and a future third track will be built, while Placentia Avenue will be depressed. Construction of bypass tracks or shoofly and a temporary four-lane roadway to reroute traffic, are necessary to proceed with this project. Improvements to adjoining streets and commercial driveways will also be part of this project. Placentia Avenue is planned to remain open during construction and two lanes of traffic would be in operation in both directions during construction. Traffic will be diverted onto the temporary roadway to the east of the current route.

MAP



CURRENT STATUS

Completed pavement sections, curb and gutter, median, striping and traffic signals for Placentia Ave and Fender. Opened Placentia Ave to traffic on March 12. Continued work on pump station and placement of equipment. Continued backfilling retaining wall 2 and placement of low flow outlet pipe of pump station. Continued placement of sidewalk and landscaping. Continue TCE restoration of Fullerton Business center. Removed temporary waterline. Continued BNSF closure walls at bridge.

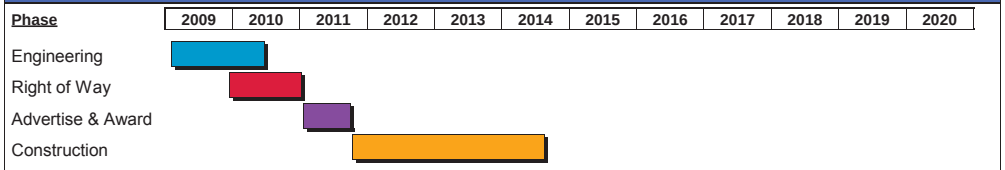
April 2014 - Countinue with median and sidewalks along Placentia and Fender Ave. Continue work on pump station and placement of equipment. Complete retaining wall 2 and placement of low flow outlet pipe of pump station. Start work on project landscaping. Continue TCE restoration in various areas. Start grading of detention basin.

The Construction Forecast at Completion cost is based on Flatiron West contract and other construction cost.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$20	$20
Engineering	$4,588	$4,588
Public Awareness / Outreach	$233	$233
Right of Way Services	$797	$1,037
Legal Services	$1,200	$1,200
Construction Management	$5,877	$5,877
Project Support Contingency	$145	$300
Right of Way / Utilities	$17,396	$17,726
Construction	$43,436	$31,195
Project Mgmt and Contingency	$4,537	$5,399
PROJECT TOTAL	**$78,229**	**$67,575**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	May 2001	**May 2001**
Begin Design	January 2009	**January 2009**
Complete Design	March 2010	**June 2010**
ROW Certification	May 2010	**January 2011**
Advertise	March 2011	**March 2011**
Begin Construction	October 2011	**October 2011**
Complete Construction	November 2014	August 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Kraemer Blvd. Undercrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jay Gabrielson, Project Controls: Kenneth Rose

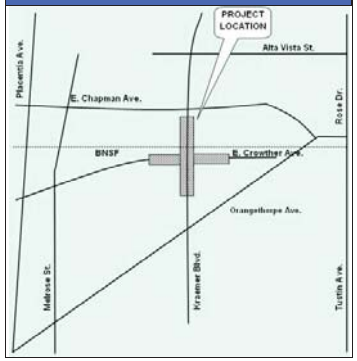
OCTA Project Number SO202, ORA020823, PPNO TC38

Environmental-Placentia, Design-HNTB (C-8-0922), CM-Arcadis (C-0-1519), Construction-Atkinson (C-0-1448)

The Kraemer Boulevard undercrossing will be constructed approximately between 840 feet south of Crowther Avenue and 750 feet north of Crowther Avenue, in the cities of Placentia and Anaheim.

This project includes the lowering of Kraemer Boulevard 24 feet below the BNSF mainline with a railroad bridge to accommodate the two existing mainline tracks and a future third track. In addition, a second structure is required for Crowther Avenue over the depressed Kraemer Boulevard. A shoofly will be constructed to divert rail traffic and allow bridge construction to go on uninterrupted. Kraemer Boulevard will be completely closed to traffic and constructed concurrently with the Placentia Avenue grade separation project. Improvements to adjoining streets will be necessary to complete this project.

MAP



CURRENT STATUS

Continued work on various retaining walls north and south of the bridge along Crowther. Continued grading of roadway in preparation of pavement section. Continued work on TCE and access roads along Placentia Lakes. Continued work on systems and mechancial inside the pump station as well as SCG, SCE service. Start installation of traffic signal interconnect.

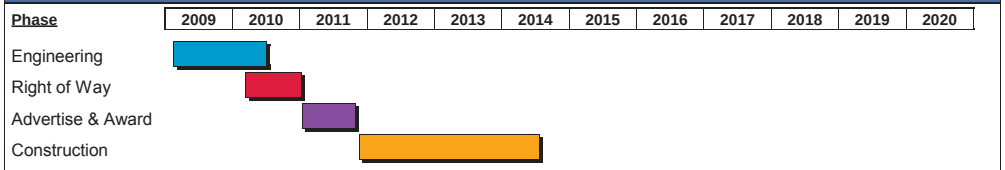
April 2014 - Continue work on various retaining walls north and south of the bridge along Crowther. Prepare for concrete paving section at intersection. Continue grading of roadway in preparation of pavement section. Continue work on pump station items necessary for start up. Continue work on slope paving. Start painting of bridge and retaining walls.

The Construction Forecast at Completion cost is based on Atkinson Contractors contract and other construction cost.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$631	$631
Engineering	$5,555	$5,556
Public Awareness / Outreach	$223	$218
Right of Way Services	$1,424	$950
Legal Services	$605	$600
Construction Management	$6,068	$5,918
Project Support Contingency	$541	$405
Right of Way / Utilities	$8,404	$7,293
Construction	$43,945	$41,687
Project Mgmt and Contingency	$3,036	$3,369
PROJECT TOTAL	**$70,432**	**$66,627**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	December 2008	**September 2009**
Begin Design	January 2009	**February 2009**
Complete Design	July 2010	**July 2010**
ROW Certification	April 2010	**January 2011**
Advertise	April 2011	**June 2011**
Begin Construction	November 2011	**November 2011**
Complete Construction	October 2014	July 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Orangethorpe Ave. Overcrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jay Gabrielson, Project Controls: Kenneth Rose

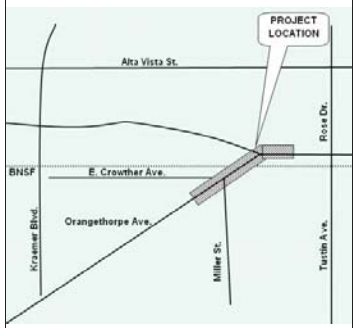
OCTA Project Number SO206, ORA020824, PPNO TC37

Environmental-Placentia, Design-AECOM (C-8-0987), CM-Stantec (C-1-2601), Construction-Flatiron (C-2-1475)

The Orangethorpe Avenue overcrossing will be constructed approximately between 600 feet west of Carbon Creek and 400 feet east of Traub Lane, in the cities of Placentia and Anaheim.

The overcrossing project will include a construction of a roadway overpass with the BNSF mainline tracks to remain at grade. Two additional structures are required for Chapman Avenue and Miller Street to connect to the elevated Orangethorpe Avenue. Under the proposed alignment, the existing intersection of Orangethorpe Avenue and Chapman Avenue would be eliminated and replaced with a bridge separating the two streets. Chapman Avenue would cross under Orangethorpe Avenue and reconnect to Orangethorpe Avenue at Traub Lane. Orangethorpe Avenue will remain open during construction by maintaining one lane of traffic in each direction.

MAP



CURRENT STATUS

Continued storm drain and sewer improvements along Miller Street north of channel. Continued work on maintenance access bridge accross channel at Crowther. Continued overhead COA utility relocations and AT&T fiber splicing. BNSF continued installation of temporary crossing for bypass road. Onsite Treesmith improvements on-hold due to differing site conditions. Working on solutions to SCE distribution relocation necessary for Orangethorpe bypass road construction. SCG started relocation of 8' HP gas line along Orangethorpe.

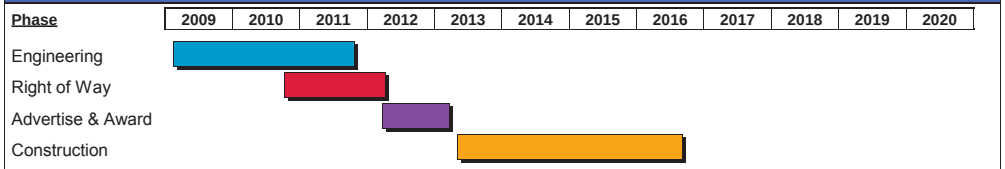
April 2014 - Continue storm drain and sewer improvements along Miller Street north of channel. Start bypass road construction. Working on solution of SCE distribution relocation to enable pile driveing. Complete AT&T fiber splicing. Start SCG 8' HP gas line relocation along Orangethorpe. Restart Treesmith onsite improvements. SCG to complete relocation of 8' HP gas line along Orangethorpe.

The Construction Forecast at Completion cost is based on Flatiron West contract and other construction cost.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$631	$631
Engineering	$7,501	$7,559
Public Awareness / Outreach	$333	$231
Right of Way Services	$1,257	$1,100
Legal Services	$1,200	$2,000
Construction Management	$8,834	$8,641
Project Support Contingency	$254	$503
Right of Way / Utilities	$25,870	$31,250
Construction	$63,516	$52,978
Project Mgmt and Contingency	$7,988	$5,601
PROJECT TOTAL	**$117,384**	**$110,494**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	September 2009	**September 2009**
Begin Design	February 2009	**February 2009**
Complete Design	December 2011	**October 2011**
ROW Certification	December 2011	**April 2012**
Advertise	February 2012	**September 2012**
Begin Construction	April 2013	**April 2013**
Complete Construction	September 2016	September 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Tustin Ave. / Rose Dr. Overcrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jay Gabrielson, Project Controls: Kenneth Rose

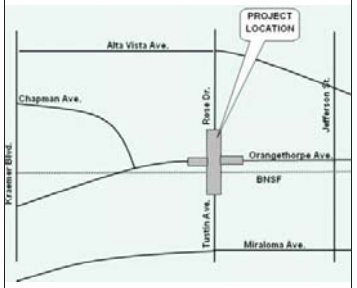
OCTA Project Number SO204, ORA020826, PPNO TC41

Environmental-Placentia, Design-Biggs Cardosa (C-8-0988), CM-Jacobs (C-1-2975), Construction-USS Cal Builders (C-2-1485)

The Tustin Avenue / Rose Drive overcrossing will be constructed approximately between 1,500 feet south of Atwood Channel and 1200 feet north of Orangethorpe Avenue, in the cities of Placentia and Anaheim.

The project will include construction of a roadway over the BNSF railroad tracks. Additional structures are required for connection from Orangethorpe Avenue to Tustin Avenue. Improvements to adjoining streets will also be necessary to complete this project. A bypass road will be constructed to allow traffic through Tustin Avenue / Rose Drive during construction. Tustin Avenue / Rose Drive grade separation will be constructed concurrently with the Orangethorpe Avenue project.

MAP



CURRENT STATUS

Continued various utility relocations on Orangethorpe and Tustin. Continued importing material for bypass road, continued work on various retaining wall for new bypass road at Rose Dr. Continued work on retaining walls along Orangethorpe. Continued work on precast beams for temporary bypass bridge. Started Stage 1C configuration along Rose Dr.

April 2014 - Continue various utility relocations on Orangethorpe and Tustin. Continue placement of material for bypass road, continue work on various retaining wall for new bypass road at Rose Dr. Continue work on retaining walls along Orangethorpe. Placement of precast beams for temporary bypass bridge on site.

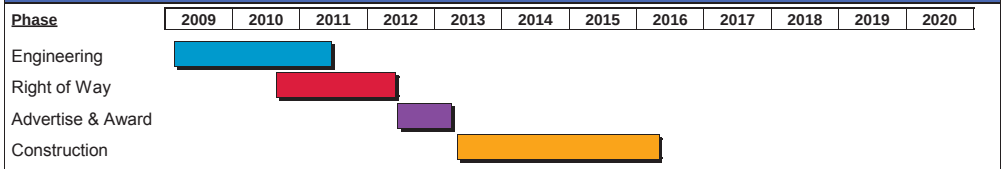
Del Cerro trial/settlement activities are ongoing.

The Construction Forecast at Completion Cost is based on USS Cal Builders bid and other related construction cost.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$601	$601
Engineering	$5,795	$5,937
Public Awareness / Outreach	$211	$211
Right of Way Services	$1,482	$1,267
Legal Services	$2,662	$3,600
Construction Management	$6,500	$6,500
Project Support Contingency	$355	$608
Right of Way / Utilities	$33,944	$36,497
Construction	$44,468	$34,378
Project Mgmt and Contingency	$6,975	$9,172
PROJECT TOTAL	**$102,993**	**$98,771**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	September 2009	**September 2009**
Begin Design	February 2009	**February 2009**
Complete Design	December 2011	**July 2011**
ROW Certification	March 2012	**June 2012**
Advertise	May 2012	**October 2012**
Begin Construction	April 2013	**April 2013**
Complete Construction	May 2016	May 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Lakeview Ave. Overcrossing

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Joe Toolson, Project Controls: Kenneth Rose

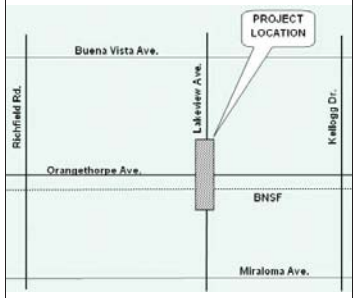
OCTA Project Number SO205, ORA020825, PPNO TC40

Environmental-Placentia, Design-CH2MHill (C-8-0962), CM-Athalye (C-2-1656), Construction-OHL USA (C-2-2034)

The Lakeview Avenue overcrossing will be constructed approximately between 240 feet south of Eisenhower Circle and at the North end of Orchard Drive, in the cities of Placentia and Anaheim.This project will include construction of a vehicular overpass on the BNSF mainline tracks. Also included is a connector road from Orangethorpe Avenue to the new Lakeview Avenue overpass. The connector will allow traffic to flow from Orangethorpe Avenue to Lakeview as it was prior to the improvements.

Because of Lakeview Avenue's proximity to the Atwood Channel, a bridge over the channel and flood control improvements along the channel are essential. Also included in the project is the addition of a connector road between Lakeview Avenue and Eisenhower Circle to provide access to the industrial complex. Lakeview Avenue will be completely closed to traffic during construction and will be

MAP



CURRENT STATUS

The construction contract with OHL USA Inc has been executed. LNTP was March 3, 2014.

SCE, AT&T, Time Warner Cable,City of Anaheim Electric and SCG Distribution advance utility relocation work has begun February 28, 2014, and is continuing. NTPC to OHL is anticipated in late June / early July 2014.

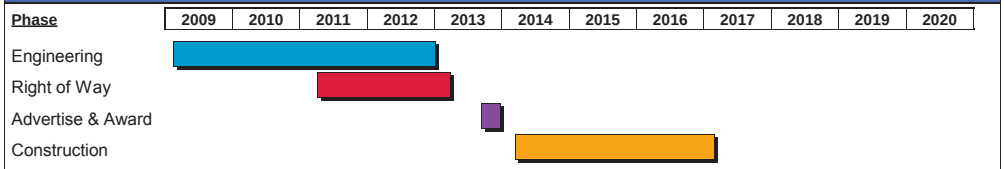
Coordination of property owner and tenant relocations is continuing. Coordination is continuing with legal counsel regarding settlements of the remaining eminent domain suits.

The Construction Forecast at Completion cost has been updated to reflect the low bid received on October 29, 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$631	$631
Engineering	$6,134	$6,702
Public Awareness / Outreach	$188	$222
Right of Way Services	$2,401	$2,294
Legal Services	$891	$3,000
Construction Management	$5,010	$7,215
Project Support Contingency	$410	$138
Right of Way / Utilities	$18,120	$39,812
Construction	$33,485	$34,889
Project Mgmt and Contingency	$2,902	$6,719
PROJECT TOTAL	**$70,172**	**$101,622**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	September 2009	**September 2009**
Begin Design	February 2009	**February 2009**
Complete Design	October 2011	**January 2013**
ROW Certification	October 2012	**April 2013**
Advertise	February 2013	**September 2013**
Begin Construction	January 2014	**March 2014**
Complete Construction	March 2017	March 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Grade Crossing Safety Enhancements

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Chris Poli, Project Controls: Neepa Shah

OCTA Project Number: TR001

SCRRA is the lead for all phases of work (C-7-1302). Construction - Herzog

As part of planned increase in passenger and freight rail traffic on the three rail lines in Orange County, a renewed focus was placed on at-grade rail-highway crossing enhancements. The program covers 50 crossings on the OCTA-owned right-of-way known as the Orange and Olive subdivision. The program focuses on the safety improvements such as: constructing new medians to deter vehicles from driving around the lower gates, adding new crossing gate arms to deter motorist from crossing the tracks when a train is passing, upgrading traffic signals to eliminate danger of vehicles queing onto the tracks, constructing pedestrian swing gates, crossing gates, channelizing, compliance upgrades and additional fencing improvements to deter pedestrian from trespassing and crossing the tracks illegally. OCTA is the funding agency and Metrolink is the implementing agency of the program. The Cities are responsible for sharing 12 percent of the program cost.

MAP

CURRENT STATUS

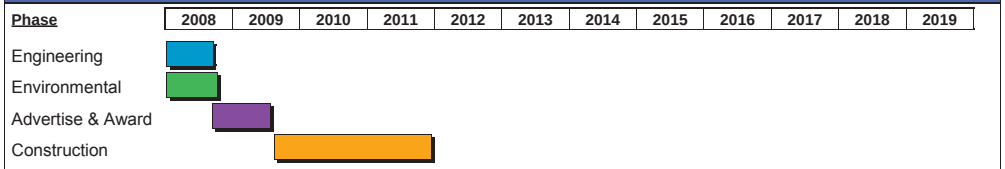
Construction is complete and quiet zones are established in all eight participating cities. Project close-out activities are underway. All sixteen crossings in the City of Orange, fourteen crossings in the City of Anaheim, one crossing in the City of Tustin, one crossing in the City of Irvine, two crossings in the City of San Clemente, three crossings in the City of Santa Ana, one crossing in the City of Dana Point and five crossings in the City of San Juan Capistrano are designated Quiet Zones.

The Construction Forecast at Completion cost is based on Metrolink's current budget and OCTA's overall project costs (including North Beach pedestrian crossing which was later added to the program). Metrolink has closed-out the civil and track work construction contract. Metrolink is in the process of closing out the remaining professional services and signal construction contracts. There are two remaining cost issues that must be resolved in order to close out the contracts. Final Metrolink costs will be developed following completion of all close out activities.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$150	$150
Engineering	$16,280	$16,280
Public Awareness / Outreach	$200	$200
Right of Way Services	$1,300	$1,300
Construction Management	$5,396	$5,396
Project Support Contingency	$0	$0
Right of Way / Utilities	$3,025	$3,025
Construction	$64,128	$64,128
Project Mgmt and Contingency	$3,955	$3,955
PROJECT TOTAL	**$94,434**	**$94,434**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	January 2008	**January 2008**
Complete Environmental	October 2008	**October 2008**
Begin Design	January 2008	**January 2008**
Complete Design	September 2008	**September 2008**
Advertise	September 2008	**September 2008**
Begin Construction	August 2009	**August 2009**
Complete Construction	December 2011	**December 2011**

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

San Clemente Beach Trail Safety Enhancements

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Chris Poli, Project Controls: Neepa Shah

OCTA Project Number: TR021

Environmental - San Clemente, Design - PB Americas (C-6-0165), CM and Construction - SCRRA (C-3-1527) VTMI

Project is located in the City of San Clemente at points along the San Clemente Beach Trail. The project proposes to enhance safety at seven San Clemente Beach Trail pedestrian crossings (Dije Court, El Portal, Corto Lane, San Clemete Pier, T Street, Lost winds and Calafia). Improvements include installation of an audible warning system, emergency exit pedestrian swing gates, pedestrian channelization and fencing, additional tactile warning tiles and widening the crossing surface and walkway approaches. The project will reduce the risk of future pedestrian injuries and deaths by installing barriers between pedestrian paths and railroad tracks and provide benefits to residents and users of the Beach Trail and surrounding area by reducing train noise emissions. OCTA is the lead agency for design phase and SCRRA is the lead agency for construction phase.

MAP

CURRENT STATUS

All civil flatwork and track construction is complete. SCRRA issued a Certificate of substantial completion for Beneficial Occupancy effective March 31, 2014.. The complete implementation and testing of the project is anticipated by Summer 2014.

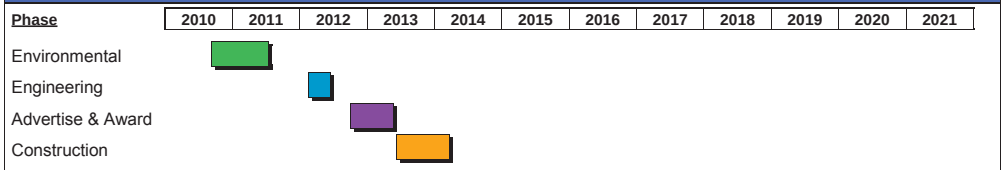
On July 26, 2011, City of San Clemente filed an environmental Categorical Exemption with the County Clerk. On August 2, 2011, City of San Clemente submitted an application to the CPUC for approval of a reduced decibel level for an Audible Warning System (AWS) to be utilized at the 7 crossings. OCTA has proceeded with the project design and implementation in order to ensure compliance with the HRCSA funding, timely use requirements. On May 29, 2013, OCTA and Metrolink entered into a cooperative agreement to construct the improvements with Metrolink contractor forces. On May 29, 2013 construction begins with the signing of the initial construction contract task order. The PUC's appeal of the court's ruling that the PUC does not have jurisdiction over the sounding of train horns for the crossings was not heard, so the ruling stands.

The Construction Forecast at Completion cost is based on the preliminary estimate, prepared by Parsons Brinckerhoff in 2009, and other related project costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Public Awareness / Outreach	$100	$100
Right of Way Services	$20	$20
Construction Management	$371	$371
Project Support Contingency	$74	$74
Right of Way / Utilities	$150	$150
Construction	$4,449	$4,449
Project Mgmt and Contingency	$847	$847
PROJECT TOTAL	**$6,011**	**$6,011**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2010	**September 2010**
Complete Environmental	July 2011	**July 2011**
Begin Design	February 2012	**February 2012**
Complete Design	April 2012	**June 2012**
Advertise	July 2012	**October 2012**
Begin Construction	May 2013	**May 2013**
Complete Construction	January 2014	**March 2014**

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Laguna Niguel-San Juan Capistrano Passing Siding

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jason Lee, Project Controls: Neepa Shah

OCTA Project Number C5051

Environmental - PB Americas (C-6-0165)

The project proposes the addition of 1.8 miles of new passing siding track adjacent to the existing main track in the City of San Juan Capistrano and the City of Laguna Niguel which will result in reducing the congestion and improving the reliability.

Additional features of the project consists of; relocation of an existing spur track currently south of the Laguna Niguel/Mission Viejo Metrolink Station, construction of new retaining wall, relocation and extension of the surrounding utilities, culvert extensions and other drainage refinements, addition of a railroad bridge or box culvert at MP 194.6, asphalt paving adjacent to Camino Capistrano to accommodate parking for use by railroad at MP 194.6, reprofiling of approximately 600 feet of Camino Capistrano adjacent to Rancho Capistrano in order to improve grades. OCTA is the lead agency on the project.

MAP

CURRENT STATUS

On February 24, 2014, the Initial Study with Mitigated Negative Declaration (IS/MND) prepared for the project in compliance with CEQA was adopted by OCTA Board of Directors. The Federal Transit Administration (FTA) reviewed the documented categorical exclusion documentation prepared for the project in compliance with NEPA and provided categorical exclusion determination on March 19, 2014.

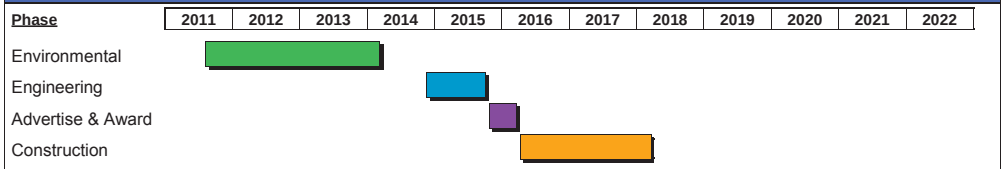
Preliminary Engineering for the project was completed in January 2013. Staff is currently preparing the request for proposals (RFP) to complete the engineering phase of the project. Staff plans to go to Board on April 28, 2014 to request the release of RFP to prepare plans, specifications, and estimates for the project.

The Construction Forecast at Completion cost is based on the preliminary estimate, prepared by Parsons Brinckerhoff in 2013. The costs for the preliminary engineering and environmental clearance phase of the project are included in MSEP project.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Engineering	$2,732	$2,732
Public Awareness / Outreach	$55	$55
Right of Way Services	$165	$165
Construction Management	$1,695	$1,695
Project Support Contingency	$465	$465
Construction	$16,582	$16,582
Project Mgmt and Contingency	$3,580	$3,580
PROJECT TOTAL	**$25,274**	**$25,274**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	August 2011	**August 2011**
Complete Environmental	January 2013	**March 2014**
Begin Design		November 2014
Complete Design		October 2015
Advertise		November 2015
Begin Construction		March 2016
Complete Construction		March 2018

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

LN/MV Station - Surface Parking Lot (Complete)

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Lora Cross, Project Controls: Neepa Shah

OCTA Project Number C5064, T5421 (ROW Acquisition)

Design - JL Patterson (C-0-1629), CM - Griffin (C-2-1804), Construction - Golden State Contractors (C-2-1803)

This project will provide additional parking at the Laguna Niguel/Mission Viejo Metrolink Station to meet increased demand associated with the Metrolink Service Expansion Program. The existing parking lot of the station is also a designated Caltrans Park-and-Ride facility.

The expansion will add 176 parking spaces to the existing 284 parking spaces to accommodate the current and near future parking demand.The OCTA owned parcel for the parking lot is located directly south of the existing station parking.

OCTA is the lead agency on the project.

MAP

CURRENT STATUS

Project was completed on October 25, 2013. The Notice of Completion has been filed and recorded on December 11, 2013.

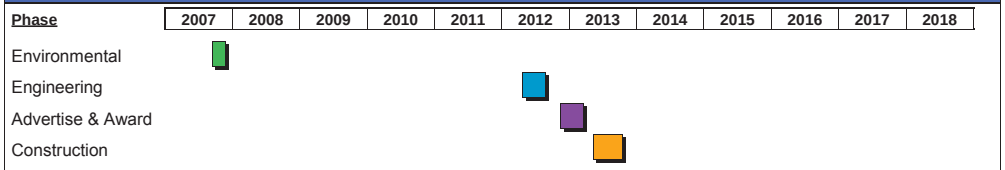
All Project costs are final.

Final invoice has been submitted to the State for Project Close-out.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Engineering	$68	$67
Construction Management	$146	$146
Project Support Contingency	$0	$0
Right of Way / Utilities	$2,613	$2,613
Construction	$1,234	$1,234
Project Mgmt and Contingency	$283	$75
PROJECT TOTAL	**$4,344**	**$4,135**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	September 2007	**September 2007**
Complete Environmental	December 2007	**December 2007**
Begin Design	April 2012	**April 2012**
Complete Design	August 2012	**August 2012**
Advertise	October 2012	**November 2012**
Begin Construction	April 2013	**April 2013**
Complete Construction	October 2013	**October 2013**

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

LN/MV Station - ADA Ramps

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jason Lee, Project Controls: Neepa Shah

OCTA Project Number: C5066

Environmental - JL Patterson (C-0-1629), Design - JL Patterson (C-0-1629)

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Laguna Niguel and Mission Viejo, proposes to reconstruct facilities at the Laguna Niguel/Mission Viejo Metrolink Station in Orange County to enhance accessibility for persons covered by the Americans with Disabilities Act. The proposed project would provide the public with reliable station access and fewer delays by constructing an ADA Ramp on either side of the existing pedestrian undercrossing. The ADA access ramps will replace the existing elevators which are frequently out of service, requiring bus service to transport passengers from one side of the station to the other. The project includes new passenger shelters, a unisex ADA compliant restroom, vending machine space and City maintenance storage as additional station amenities

OCTA is the lead agency on the project.

MAP

CURRENT STATUS

On November 18, 2013, the project was determined as statutory exempt under California Environmental Quality Act (CEQA) and on February 7, 2014, the project was determined as categorical exclusion under National Environmental Policy Act (NEPA).

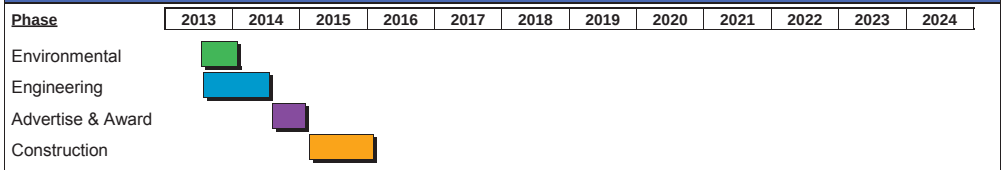
Design efforts are currently at 60% for the Americans with Disabilities Act (ADA)-compliant access ramps that will utilize the existing pedestrian underpass (currently served only by stairs).

The Construction Forecast at Completion cost is based on preliminary estimate submitted by JL Patterson and other related project costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$11	$11
Engineering	$140	$140
Construction Management	$278	$278
Project Support Contingency	$43	$43
Construction	$2,104	$2,104
Project Mgmt and Contingency	$480	$480
PROJECT TOTAL	**$3,056**	**$3,056**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	July 2013	**July 2013**
Complete Environmental	January 2014	**February 2014**
Begin Design	July 2013	**July 2013**
Complete Design	August 2014	July 2014
Advertise	September 2014	September 2014
Begin Construction	February 2015	February 2015
Complete Construction	February 2016	February 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Orange Station Parking Improvements

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Lora Cross, Project Controls: Neepa Shah

OCTA Project Number T5422, ORA085001, PPNO 9529

Environmental - Orange (C-9-0243), Design - Orange (C-9-0901)

The project is a 611 space, 5 level shared use parking structure that will be located on lemon street between chapman avenue and maple street. 500 of the spaces will be for transit use and 111 spaces will be for the City of Orange general purpose use. This project reflects only the transit portion funded by OCTA.

The City is the lead on all phases of the project.

MAP

CURRENT STATUS

Schematic design was completed in August 2013. Design development will resume after the project has advanced through the NEPA clearance process.

NEPA and CEQA clearance is expected to be complete in October 2014. Project is expected to begin construction in winter 2015 and be complete in spring 2017.

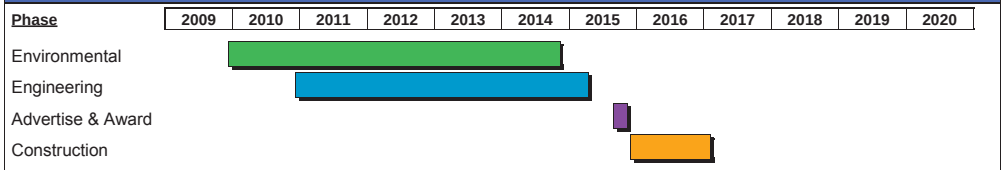
As per November 25, 2013 Board action, STIP, CMAQ, and Measure M funds have been approved for the project.

The Construction Forecast at Completion cost is based on transit portion of the schematic design estimate (dated August 15, 2013) submitted by the City of Orange. The costs reflects only Transit portion of the project which is funded by OCTA. The overall project cost is $27.257M including $4.1M for ROW and City participation of $4.607M for the non-transit portion of the project.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$200	$200
Engineering	$1,450	$1,450
Construction Management	$879	$879
Project Support Contingency	$177	$177
Construction	$13,610	$13,610
Project Mgmt and Contingency	$2,234	$2,234
PROJECT TOTAL	**$18,550**	**$18,550**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	December 2009	**December 2009**
Complete Environmental	December 2012	November 2014
Begin Design	November 2010	**November 2010**
Complete Design	April 2013	April 2015
Advertise		August 2015
Begin Construction		November 2015
Complete Construction		February 2017

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Fullerton Station Parking Expansion (Complete)

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Lora Cross, Project Controls: Neepa Shah

OCTA Project Number T5423, EA R972TA, ORA020113, PPNO 2026

The City of Fullerton is the lead for all phases of work (C-9-0404). Construction - Bomel

The purpose of the project is to provide additional transit parking at the Fullerton Transportation Centre for both intercity rail service and commuter rail passengers which will meet current parking demand, release parking congestion on surrounding streets and foster train ridership growth. The project site is bounded by Santa Fe Avenue on the north, Highland Avenue on the West, the BNSF R/W on the South and Harbor Blvd. to the East.

The City of Fullerton plays a lead role in this Design-Build project which consists of construction of a 5-level parking structure with one level of subterranean parking, one level at grade and three levels above grade. This project accomodates aprroximately 821 public parking spaces.

MAP

CURRENT STATUS

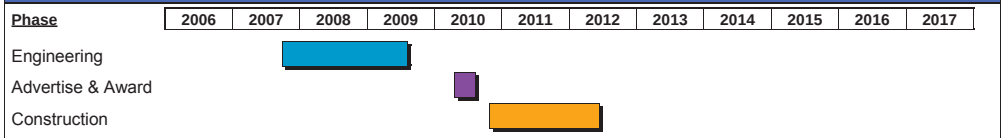
The City has closed out the project and the final invoicing with the State is complete.

The project costs are based on most current costs reported by the City.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Engineering	$2,500	$2,206
Construction Management	$3,069	$742
Project Support Contingency	$265	$0
Right of Way / Utilities	$10,650	$10,650
Construction	$23,191	$15,627
Project Mgmt and Contingency	$2,295	$534
PROJECT TOTAL	**$41,970**	**$29,759**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	March 2007	**March 2007**
Begin Design	September 2007	**September 2007**
Complete Design	August 2009	**August 2009**
Advertise	May 2010	**May 2010**
Begin Construction	October 2010	**October 2010**
Complete Construction	April 2012	**June 2012**

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

Fullerton Transportation Center - Elevator Upgrades

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Lora Cross, Project Controls: Neepa Shah

OCTA Project Number C5062

The City of Fullerton is the lead for all phases of work (C-9-0404).

The Fullerton Transportation Centre is a Metrolink and Amtrak Station located on E. Walnut Ave. between Harbor Blvd. and Lemon St. Currently, there are two existing hydraulic elevators, one on each side of the tracks to transport commuters up to the overpass bridge to access the platforms.

This project proposes to modify the existing pedestrian bridge and its landings as well as other surrounding infrastructures to add two new traction elevators, resulting in one new and one existing elevator on each side of the railroad tracks for a total of four elevators (two new + two existing).

MAP

CURRENT STATUS

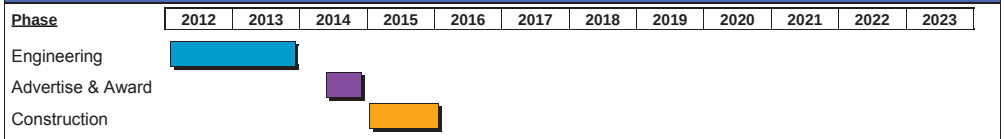
Design plans have been completed and the City is performing a constructability review of the final plans. OCTA will take an allocation request for the construction funding to the CTC in June 2014. The City will release the bid package after the CTC vote. Construction is scheduled to begin early 2015.

The Construction Forecast at Completion is based on the estimate submitted by the City of Fullerton in August 2013.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$8	$8
Engineering	$462	$462
Construction Management	$222	$222
Construction	$2,551	$2,551
Project Mgmt and Contingency	$257	$257
PROJECT TOTAL	**$3,500**	**$3,500**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Complete Environmental	August 2011	**August 2011**
Begin Design	January 2012	**January 2012**
Complete Design	December 2013	**December 2013**
Advertise	June 2014	June 2014
Begin Construction	January 2015	January 2015
Complete Construction	January 2016	January 2016

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014

2014 Quarterly Project Status Report

ARTIC

Status thru March 2014

PROJECT DESCRIPTION

Project Manager: Jim Kramer, Project Controls: Neepa Shah

OCTA Project Number: T5420/TT010, ORA120318, PPNO 9552

Environmental - Anaheim (C-9-0821), Design,CM and Construction - Anaheim (C-9-0448) Clark Construction

The Anaheim Regional Transportation Intermodal Center (ARTIC) will be a fully integrated multi-modal transit center serving existing rail and bus providers as well as future planned services including the California high speed train. ARTIC will be located on existing OCTA and City of Anaheim right of way in the City of Anaheim. The site is bounded by the LOSSAN rail corridor to the South, the Santa Ana River to the East, Katella Ave to the North and Douglass Rd to the West. The development and construction of ARTIC will include the terminal, track and platform improvements, widening of the Douglass Rd. railroad bridge, improvements to Douglass to facilitate efficient operations at the station. OCTA is the primary funding agency and is responsible to oversee the operational functionality and use of funding.

MAP

CURRENT STATUS

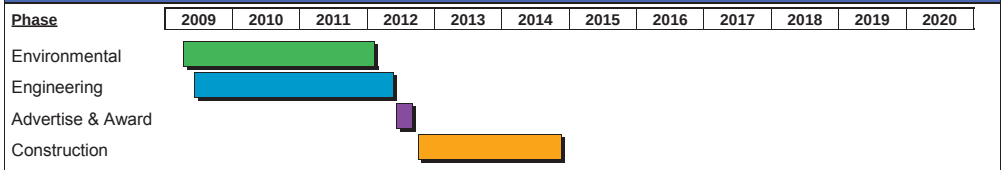
Construction Activities included: Work at the Terminal Building continued, welding was completed on the Diagrid steel arches, mechanical, electrical, plumbing, fire sprinkler rough-in is ongoing and nearing completion on the first and second floors, soffit installation is in progress, glass installation commenced at the store front windows, installation of the ETFE roof system started. Work on Douglas Rd. continued, overhead traffic signage, traffic signals, aggregate base, asphalt pavement, and striping were placed and Douglas Rd. was re-opened to public traffic on March 27th. Railroad platform work is underway.

The Construction Forecast at Completion cost is based on Grant Funding Application submitted by the City of Anaheim under the Renewed Measure M Project T Call for Projects and other related project costs.

BUDGET

	Current Budget (x1,000)	Forecast at Completion Cost (x1,000)
Environmental	$5,537	$5,537
Engineering	$20,280	$20,280
Public Awareness / Outreach	$200	$200
Right of Way Services	$115	$115
Construction Management	$12,540	$12,540
Project Support Contingency	$500	$500
Right of Way / Utilities	$39,449	$39,449
Construction	$130,381	$130,381
Project Mgmt and Contingency	$18,361	$18,361
PROJECT TOTAL	**$227,363**	**$227,363**

CURRENT SCHEDULE



MILESTONES

Milestone	Baseline Plan	Actual / Forecast
Begin Environmental	April 2009	**April 2009**
Complete Environmental	February 2011	**February 2012**
Begin Design	June 2009	**June 2009**
Complete Design	February 2012	**May 2012**
Advertise	May 2012	**May 2012**
Begin Construction	September 2012	**September 2012**
Complete Construction	November 2014	November 2014

NOTE: Current Status and schedule information are as of the status date, Budget information is updated periodically and is subject to change.

REPORT DATE 4/22/2014