



**November 16, 2009**

**To:** Transportation 2020 Committee  
**From:** Will Kempton, Chief Executive Officer  
**Subject:** Renewed Measure M Progress Report for July 2009 through September 2009

**Overview**

Staff has prepared a Renewed Measure M progress report for July 2009 through September 2009 for review by the Orange County Transportation Authority Board of Directors. Despite current economic conditions, implementation of Renewed Measure M continues at a fast pace. The report highlights progress on Renewed Measure M projects and programs and is made available to the public via the Orange County Transportation Authority website.

**Recommendation**

Receive and file as an information item.

**Background**

Measure M Ordinance No. 3 requires quarterly status reports regarding the major projects detailed in the Renewed Measure M (M2) Transportation Investment Plan be filed with Orange County Transportation Authority (OCTA) Board of Directors (Board). All Renewed Measure M progress reports are posted online for public review. To avoid any possible confusion with the original Measure M program, this quarterly status report and all subsequent reports will refer to Renewed Measure M with the designation M2.

**Discussion**

Voter safeguards are a critical factor for public acceptance of M2. The quarterly report is an opportunity to show progress in implementing the M2 Transportation Investment Plan. In order to be cost-effective and improve the accessibility of information to stakeholders and the public, all M2 progress reports are web-based; however, hard copies are mailed upon

request. The report reflects progress being made on Board-approved Early Action Plan (EAP) projects and programs. Each item features a brief paragraph that provides an overview of significant progress for the time period, with a web link to more information including staff reports and project descriptions (Attachment A).

Highlights of the M2 progress report in this quarter include:

- Freeway projects were progressing for the Santa Ana Freeway (Interstate 5), the Orange Freeway (State Route 57), the Riverside Freeway (State Route 91), and the San Diego Freeway (Interstate 405).
- The Master Plan for the Regional Traffic Signal Synchronization program is under development and the draft will be completed by the end of 2009.
- The Southern California Regional Rail Authority (SCRRA) awarded Herzog Contracting Corporation a contract to construct the civil portions of the Metrolink Service Expansion Program (MSEP) and grade crossing safety enhancements.
- Two Board-approved Go Local fixed-guideway projects are in Step Two, completing alternatives analysis and environmental clearance.
- Additional cooperative agreements were executed with the lead agencies of Buena Park, Laguna Beach, and Tustin to define the roles and responsibilities for Step Two service planning of the Board-approved Go Local bus/shuttle concepts.
- The Environmental Cleanup Allocation/Water Quality Committee continued to refine the draft funding guidelines and framework for the allocation of water quality funding.

To encourage the public review of the quarterly report online, information will be placed in OCTA's existing "Transportation Update" advertisement that appears approximately every three weeks in the *Orange County Business Journal*, *Orange County Register*, *Excelsior*, *The Korean Daily*, *The Chinese Daily News*, and *Nguoi Viet Daily News*. Staff also will notify all Orange County cities and use other existing communication tools such as project newsletters and Board action updates to notify the public about the online availability of the M2 progress report. Since the public may view both the original Measure M

**Summary**

As required by Measure M Ordinance No. 3, a quarterly report covering activities from July 2009 through September 2009 is provided to update progress in implementing the M2 Transportation Investment Plan. To facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website.

**Attachment**

- A. Renewed Measure M (M2) Quarterly Progress Report for July – September 2009

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**M2 Quarterly Progress Report  
*July–September 2009***

The following is a summary of the progress made on the Renewed Measure M (M2) Early Action Plan (EAP) covering the third quarter (July – September) of 2009.

**Highway Projects**

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**Interstate 5 Projects**

The Orange County Transportation Authority (OCTA) has begun preparation of an environmental document for improvements along San Diego Freeway (Interstate 5) between Avenida Pico and Pacific Coast Highway, through the communities of San Clemente and Dana Point. The environmental study will evaluate the benefits of extending the current high-occupancy vehicle (HOV) lanes on (Interstate 5) I-5, that presently end at the Pacific Coast Highway interchange, down to Avenida Pico in San Clemente. Environmental approval is expected in mid 2011. (Part of Project C)

OCTA is also preparing a project study report to evaluate options to improve the Avenida Pico interchange on I-5. The study will look at ways to improve local traffic flow entering and leaving the freeway in this area. This study will be coordinated with the environmental study being done for the I-5 HOV lane project in the same vicinity. The study is expected to be completed in late 2010. (Part of Project D)

The California Department of Transportation (Caltrans) is preparing final design for the reconstruction of the I-5/Ortega Highway (State Route 74) interchange. The project will reconstruct the State Route 74 (SR-74) bridge over the freeway and improve local traffic flow along Ortega Highway and the adjacent streets leading to the freeway. Design is expected to be completed in late 2011. (Part of Project D)

OCTA is preparing a project study report to look at ways to improve traffic flow along I-5 between the San Joaquin Toll Road (State Route 73) and San Diego Freeway (Interstate 405) through the communities of Lake Forest, Laguna Hills, and Mission Viejo. The study will look at capacity enhancements and interchange improvements to ease the flow of traffic through this area. The study is expected to be completed in mid-2010. (Part of Project C)

Caltrans is preparing a project study report to identify ways to relieve freeway congestion along I-5 between the Costa Mesa Freeway (State Route 55) and the Orange Freeway (State Route 57) in Santa Ana. The study is looking at ways to increase capacity and improve traffic flow through this section of I-5 that connects four major freeways in central Orange County. The study is expected to be completed in late 2009. (Part of Project A)

## State Route 57 Projects

OCTA is preparing an environmental analysis to add a new northbound lane on the State Route 57 (SR-57) between Katella Street and Lincoln Avenue in the Anaheim area. This study will identify any potential environmental impacts of the project and will propose mitigation measures to minimize any unavoidable impacts. Environmental approval is expected in late 2009. (Part of Project G)

OCTA is also preparing the final design for a new northbound lane on SR-57 from Orangethorpe Avenue to Lambert Avenue through the communities of Brea and Fullerton. The widening of the freeway in the northbound direction will be generally accommodated within the existing right of way. Construction is expected to begin in late 2010. (Part of Project G)

## State Route 91 Projects

OCTA is preparing an environmental document to add a new westbound lane to the Riverside Freeway (State Route 91) between I-5 and SR-57 in Anaheim. This effort is examining the environmental and design issues related to adding a new general-purpose lane and will identify the most practical approach that has the least impact on existing properties along the freeway. Environmental approval is expected in early 2010. (Part of Project H)

Caltrans is preparing an environmental document to improve traffic flow through the State Route 55 (SR-55) and State Route 91 (SR-91) interchange. The improvements to the interchange will focus on the northbound to westbound connector along SR-91 between SR-55 and Tustin Avenue. Environmental approval is expected in early 2011. (Part of Project I)

Caltrans is preparing final design to add one new lane each way along SR-91 from SR-55 to Eastern Toll Road (State Route 241). This project will add significant new capacity along SR-91, generally within the existing right of way, through the cities of Anaheim and Placentia. Final design is expected to be completed in late 2010. (Part of Project J)

Caltrans has awarded a contract to begin construction of a new eastbound lane on SR-91 between the State Route 241 (SR-241) and the Corona Expressway (State Route 71) in Riverside County. The project will extend the existing eastbound auxiliary lane that currently terminates within Santa Ana Canyon to the State Route 71 (SR-71) interchange. Construction of the project is funded under the federal economic stimulus program. Construction is expected to begin in late 2009. (Part of Project J)

The Riverside County Transportation Commission (RCTC) is planning to extend the express lanes eastward along SR-91 from their current terminus in Anaheim all the way to the Corona Freeway (Interstate 15). This project will also add one general-purpose lane in each direction from Interstate 15 (I-15) to SR-241 in Orange County. RCTC is

currently preparing an environmental analysis for the proposed improvements, which is expected to be completed in 2011. (Part of Project J)

### Interstate 405 Projects

OCTA is preparing an environmental study to add one or two new lanes each way on the Interstate 405 (I-405) between SR-55 and the San Gabriel Freeway (Interstate 605). These improvements will add mainline capacity and improve the local interchanges along the corridor that serves the communities of Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, and Westminster. One option being studied to help fund the project is to add express lanes in each direction in the median of the freeway to provide a free-flowing toll facility similar to that currently operating on SR-91 in Anaheim. The environmental document is expected to be completed in 2012. (Part of Project K)

### Signal Synchronization

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In January 2008, OCTA completed the Euclid Street signal synchronization project that implemented optimized signal timing along a 16-mile segment of Euclid Street. Travel times along Euclid Street were improved an average of 20 percent or a savings of 10 minutes and stops for red lights were reduced by 40 percent.

In April 2008, the California Transportation Commission awarded OCTA \$4 million as part of the Proposition 1B traffic signal synchronization program for signal synchronization. When combined with \$4 million from the original Measure M (M1), \$8 million will be provided to fund signal synchronization along 10 significant street corridors comprised of 533 signalized intersections on 158 miles of roadway over the next three years. OCTA has started work on the three corridors that make up the first phase of the project: Alicia Parkway with 41 signalized intersections along 11 miles, Beach Boulevard with 71 signalized intersections along 20 miles, and Chapman Avenue with 47 signalized intersections along 13 miles.

In December 2008, a second synchronization project along an 8-mile segment of Oso Parkway/Pacific Park Drive was completed. Optimized timing has been implemented in conjunction with strategic signal system upgrades and a monitoring effort. Travel times along Oso Parkway/Pacific Park Drive were improved an average 20 percent or six minutes and reduction in stops for red lights was reduced by average by of 52 percent.

Lastly, OCTA has been working on a Master Plan for the Regional Traffic Signal Synchronization Program that will be funded by M2. The goal of the program is to improve the flow of traffic by developing and implementing regional signal coordination through more than 2,200 intersections. OCTA will be seeking Board of Directors' guidance on the elements of the Master Plan in fall 2009. The Master Plan effort will be complete by the end of 2009. The Master Plan builds on all of the work OCTA has

accomplished with the Demonstration Projects and the Traffic Light Synchronization Program projects.

**Metrolink**

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Due to the planned increases in passenger and freight rail traffic on the three rail lines in Orange County, a renewed focus has been placed on at-grade rail-highway crossing (grade crossing) improvements. Improvements to grade crossings can cover a wide spectrum from basic safety improvements (improving crossing surfaces, reapplying pavement markings, and enhancing signage), to the installation of supplemental safety measures that allow for the reduction of locomotive horn blowing (quiet zones).

On August 27, 2007, the OCTA Board of Directors approved the implementation strategy for the Grade Crossing Safety Enhancement Program and Quiet Zone improvements at 52 grade crossings in Orange County.

Final design for the grade crossing safety enhancements was completed, but there was a delay in advancing this project of approximately 90 days in order to accommodate use of Proposition 116 funds on this project. While the delay affected the construction schedule, this effort allowed the region to keep Proposition 116 funds within Orange County, which was a critical issue in light of current revenue forecasts and future funding opportunities.

Southern California Regional Rail Authority (SCRRA) awarded Herzog Contracting Corporation (Herzog) a contract to construct the civil portions of the Metrolink Service Expansion Program and Grade Crossing Safety Enhancements. In addition to the civil construction contract, contracts for special track work, signal construction, signal maintenance, and signal and rail material procurement also have been awarded.

OCTA staff and the SCRRA construction team continue to meet with cities to discuss pre-construction requirements and traffic detour plan reviews. This effort is intended to resolve issues early and avoid delays once construction begins. Construction of both programs will be undertaken at the same time. SCRRA issued the Notice to Proceed to Herzog to begin construction in August 2009. Construction has started in the cities of Orange and Anaheim and it is expected to take slightly over two years to complete all 52 crossings.

Once the construction is completed, cities may apply to the Federal Railroad Administration for the establishment of a quiet zone.

A comprehensive public outreach program was also developed to notify communities of construction impacts such as road detours, nighttime work, and dust impacts throughout the two-year program. The goal of the public outreach program is to inform and engage the public throughout the development of construction, raise awareness of increased

train service, and partner with participating cities to create a quiet zone outreach program. Prior to construction, a project information postcard was mailed to nearly 17,000 residents countywide living within a quarter-mile radius of all 52 railroad crossings. The postcard encouraged residents to sign up on OCTA's website to be included in the project database. Since the postcard was mailed, the database has grown to more than 600 residents living in Orange County.

In addition, a public education program, "Be Rail Safe," was developed to educate youths and adults about rail safety and to help reduce the number of trespassing incidents on or around the train tracks. An interactive web site and speakers bureau has been developed for both outreach programs. Since the education outreach program launched, 20 presentations have been given to various community groups in Anaheim, Fullerton, Orange, Santa Ana, San Clemente and Tustin. Based on evaluations from the presentations, 83 percent rate the rail safety information as excellent, 91 percent are very supportive of an education awareness program, and 74 percent are more likely to use caution around train tracks after receiving the rail safety tips.

### **Go Local**

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### **Go Local Fixed-Guideway**

Project development continued with the two Board-approved Go Local fixed-guideway project concepts, from the City of Anaheim and the cities of Santa Ana and Garden Grove. Both teams are under way with step two efforts to complete detailed planning, including alternatives analysis (AA), selection of a locally preferred alternative and environmental clearance.

In July, the City of Anaheim hosted an early scoping meeting to further refine a set of alternatives that would provide a transit connection from the Anaheim Regional Transportation Intermodal Center (ARTIC) to the Anaheim Resort. Approximately 60 members of the public attended the workshop sessions to provide input on potential alignments and technologies. In September, the City of Anaheim submitted a Notice of Intent to the Federal Transit Administration that included the refined set of alternatives that would be further studied as part of the environmental clearance process. An additional scoping meeting is scheduled for November 12.

In September, the City of Santa Ana hosted a kick-off meeting with the project team to initiate planning efforts for a transit connection from the Santa Ana Regional Transportation Center (SARTC) to Harbor Boulevard. The City presented an initial schedule, project goals and key milestones. OCTA also participated in Santa Ana's city council workshop where the council had an opportunity to provide input on the fixed-guideway project, as well as other elements of the city's transit vision.



OCTA staff, with assistance from the project management consultant, continues to participate, review and comment on development activities related to both fixed-guideway projects.

### Go Local--Bus/Shuttle

During the reporting period, additional cooperative agreements were executed with the lead agencies of Buena Park, Laguna Beach and Tustin to define the roles and responsibilities for step two service planning of the lead agencies' Board-approved bus/shuttle concepts. Three remaining lead agency cooperative agreements are expected to be presented to the Board for consideration in October. Work is under way to develop the ridership methodology that will be used to assess the viability and feasibility of all step two bus/shuttle concepts. Consultants were selected to perform detailed service planning work in each of the six bus/shuttle sub-regions.

Letters were mailed in July to all cities inviting participation in Project V, community-based transit circulators. Cities were provided service planning request forms to outline local shuttle/trolley concepts that they would like to advance and incorporate into the Go Local Step Two detailed service planning effort. Thirteen cities/teams submitted concepts by the September 11 deadline. These concepts were submitted for Board review and approval in October.

All planning work done as part of steps one and two of the Go Local program is funded by Measure M (M1) in preparation for the implementation of project S (transit extensions to Metrolink), funded by M2. Staff continues to develop guidelines for the evaluation of Go Local projects that will compete for M2, Project S funds. Staff expects to bring draft guidelines for the Board's consideration in spring 2010.

### Environmental Committees

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The Environmental Cleanup Allocation/Water Quality Committee and the Environmental Oversight Committee both began meeting on a monthly basis starting in January 2008.

### Water Quality Program

The M2 Environmental Cleanup Allocation Committee (Allocation Committee) is designed to make recommendations to the Board of Directors on the allocation of funds for water quality improvements. These funds will be allocated on a countywide competitive basis to assist jurisdictions in meeting the Clean Water Act standards for controlling transportation-generated pollution.

During the third quarter of 2009, the Allocation Committee continued to refine the draft funding guidelines and framework for the allocation of water quality funding, which is expected to be presented for approval to the OCTA Board of Directors by December 2009.

Funds will be allocated in phases with the first grant program focusing on a catch basin improvement program that will offer funding for equipment purchases and upgrades to existing catch basin screens, filters and inserts.

A second grant program also is in development that will focus on funding for multi-jurisdictional, multi-year capital intensive projects. In September 2009, the Allocation Committee began drafting the objectives for a planning study that will identify the most strategically effective areas, opportunities and types of investments to reduce road and freeway runoff impacts to waterways in Orange County.

### Freeway Mitigation Program

The purpose of the M2 Freeway Mitigation Program Environmental Oversight Committee (EOC) is to make recommendations to the Board on the allocation of environmental freeway mitigation funds and monitor the implementation of a Master Agreement between OCTA and state and federal resource agencies. The Master Agreement will provide higher-value environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the freeway program as a whole.

Over the past year, OCTA has engaged in an outreach process to inform the Orange County community at large and owners of prospective conservation properties about the freeway mitigation program. As part of this outreach, property owners, local government agencies and community groups have had the opportunity to make presentations to the EOC and provide information regarding potential conservation properties and restoration projects that could be funded under the freeway mitigation program.

During the third quarter of 2009, the EOC, OCTA Transportation 2020 Committee and OCTA Board of Directors approved an early acquisition and restoration prioritization process. This five-step, scientific-based screening process identifies the necessary steps needed to ultimately prioritize the property submittals for early restoration and acquisition funding.

OCTA staff also continued to work with the Conservation Biology Institute to complete an independent Conservation Assessment of conservation/mitigation opportunities within Orange County. This analysis will then overlay properties that may be available for early acquisition and/or restoration funding. The conservation assessment is scheduled to be presented to the EOC and public in November 2009.

Property acquisition, restoration and management criteria matrices were also developed and reviewed by the EOC in the third quarter. These matrices list various eligibility criteria and serve as a tool during the property selection process. The matrices are anticipated to be presented to the Transportation 2020 Committee in November 2009.

## **Financing**

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In early June, staff received a revised projection of taxable sales growth rate from the State Board of Equalization. The revised projections are sharply lower than what was forecasted last January. Staff has applied the revised State Board of Equalization sales tax forecast for the balance of the M1 period, and used the three university average sales tax forecasts from Chapman University, the University of California Los Angeles (Anderson Forecast), and California State University, Fullerton to develop a revised M2 forecast.

As compared to the 2005 nominal revenue estimates, the first 12 months of M2 sales tax revenue is now projected to be more than \$100 million less than the 2005 projections and the average annual growth rate over the 30-year period is projected to decrease by approximately 0.5 percent. Overall, the nominal M2 sales tax revenue is projected to decrease from a 2005 estimate of \$24.3 billion to a revised estimate of \$14.7 billion for the 30-year period.