



BOARD COMMITTEE TRANSMITTAL

June 22, 2009

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Progress Report

Transportation 2020 Committee Meeting of June 15, 2009

Present: Directors Amante, Buffa, Campbell, and Pringle
Absent: Directors Brown, Cavecche, and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



June 15, 2009

To: Transportation 2020 Committee
From:  James S. Kenan, Interim Chief Executive Officer
Subject: Renewed Measure M Progress Report

Overview

Staff has prepared a Renewed Measure M progress report for January 2009 through March 2009 for review by the Orange County Transportation Authority Board of Directors. Despite worsening 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 Transportation Investment Plan be filed with Orange County Transportation Authority (OCTA) Board of Directors (Board). All Renewed Measure progress reports are posted online for public review.

Discussion

Voter safeguards are a critical factor for public acceptance of Renewed Measure M (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:

- Completed a project study that identifies options for increasing capacity along the Santa Ana Freeway (Interstate 5) between Avenida Pico and Pacific Coast Highway, through the communities of San Clemente and Dana Point.
- The City of San Juan Capistrano and Federal Highway Administration approved the environmental document for improvements to the Interstate 5 (I-5)/Ortega Highway interchange.
- Continued work on the environmental analysis to add a new northbound lane on the Orange Freeway (State Route 57) between Katella Avenue and Lincoln Avenue in the Anaheim area.
- Advanced work on the environmental document to add a new westbound lane to the Riverside Freeway (State Route 91) between I-5 and State Route 57 in Anaheim.
- Completed final design and secured American Recovery and Reinvestment Act funds for a new eastbound lane on State Route 91 between Foothill-South Toll Road (State Route 241) and the Corona Expressway (State Route 71) in Riverside County.
- Began environmental study to add one or two new lanes each way on the San Diego Freeway (Interstate 405) between the Costa Mesa Freeway (State Route 55) and the San Gabriel Freeway (Interstate 605).
- In late March, the Southern California Regional Rail Authority awarded a construction management contract to support the Metrolink Service Expansion Program and Grade Crossing Safety Enhancements.
- Continued progress with the two Board-approved Go Local fixed-guide way project concepts in Anaheim and Santa Ana and advanced two additional Go Local bus/shuttle proposals from the cities of Aliso Viejo and Fullerton.
- The OCTA Board of Directors approved the Environmental Oversight Committee's recommended draft master agreement and draft planning agreement.

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. Because the public may view both the original Measure M and M2 as one program, the original Measure M annual report also includes an update on the progress of M2.

Summary

As required by Measure M Ordinance No. 3, a quarterly report covering activities from January 2009 through March 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 January – March 2009

Prepared by:



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Approved by:



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Acting Director, Program Management
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**Renewed Measure M (M2) Quarterly Progress Report
January – March 2009**

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

Highway Projects

Tom Bogard (714) 560-5918

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

Project C – Caltrans recently completed a project study report that identifies options for increasing capacity along I-5 between Avenida Pico and Pacific Coast Highway, through the communities of Dana Point and San Clemente. This study evaluates the benefits of extending the current High Occupancy Vehicle lanes on I-5 that presently end at the Pacific Coast Highway interchange, all the way down to Avenida Pico in San Clemente.

Additionally, OCTA is preparing a project study report to look at ways to improve traffic flow along I-5 between State Route 73 and El Toro Road through the communities of Laguna Hills, Lake Forest 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.

Project D - The City of San Juan Capistrano and Federal Highway Administration recently approved the environmental document for improvements to the I-5/Ortega Highway interchange. The project will improve local traffic flow on Ortega Highway and other adjacent streets leading to the freeway. Caltrans is just now beginning final design for the project.

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

OCTA is also preparing an environmental analysis for Project G to add a new northbound lane on the SR-57 between Katella Avenue 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.

Project H – 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 looking at 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.

Project I - Caltrans is preparing an environmental document to improve traffic flow through the SR-55 and State Route 91 (SR-91) interchange. The improvements to the interchange will focus on the northbound to westbound connector between the two freeways and the traffic flow along westbound SR-91 in this area.

Project J - Caltrans has completed the final design of a new eastbound lane on the SR-91 between the Foothill-South Toll Road (SR-241) and Corona Expressway (State Route 71) in Riverside County. This project will extend the existing eastbound auxiliary lane that terminates before Green River Road to the State Route 71 interchange. Construction is expected to begin in late 2009.

Caltrans is also preparing an environmental analysis for adding one new lane each way along SR-91 from SR-55 to SR-241. This project will add significant new capacity through the cities of Anaheim and Placentia.

Project K - OCTA has recently begun an environmental study to add one or two new lanes each way on the San Diego Freeway (Interstate 405) between the 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 is to add two toll lanes in each direction to provide express travel times along the corridor.

Signal Synchronization

Anup Kulkarni (714) 560-5867

OCTA has been working on a master plan for the Regional Traffic Signal Synchronization Program. The \$450 million (plus 20 percent local match) program is 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 2,000 intersections. The master plan effort will be complete in fall 2009.

In April 2008, the California Transportation Commission awarded OCTA \$4,000,000 as part of the Proposition 1B Traffic Signal Synchronization Program for signal synchronization. This, combined with \$4,000,000 from Measure M, will provide \$8,000,000 to fund signal synchronization along ten significant street corridors comprised of 533 signalized intersections over the next three years. OCTA has developed a schedule to fund and implement these projects and will start the first set of these projects in May 2009 pending expected release of the funds from the State of California.

Metrolink

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Because of 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 (Board) approved the implementation strategy for the grade crossing enhancement program and quiet zone improvements at 52 grade crossings in Orange County. Since then, significant efforts have been undertaken to advance the program.

On March 27, 2009, the Southern California Regional Rail Authority (SCRRA) awarded Herzog Contracting Corporation a contract to support the Metrolink Service Expansion Program and Grade Crossing Safety Enhancements. In addition to the civil construction contract, other contracts for materials and services such as special track work, signal construction, signal maintenance, rail, and ties have also been awarded. Construction of the programs will be undertaken at the same time. SCRRA expects to issue a Notice to Proceed to the contractor to begin construction in August 2009. A work plan and schedule will be developed to support the construction efforts. Construction is expected to take slightly over two years to complete.

Go Local

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Project development continued with the two Board-approved Go Local fixed-guideway project concepts. Consistent with prior Board direction to move these two projects into Step Two of the Go Local Program, both are undergoing detailed planning including alternatives analysis (AA), selection of a locally preferred alternative and environmental clearance. During this quarter, the City of Anaheim completed a draft problem definition report and a purpose and need statement for their proposed fixed-guideway project. The project proposes to connect the Anaheim Regional Transportation Intermodal Center to the Platinum Triangle and Anaheim Resort area.

The City of Santa Ana is currently procuring a technical consultant to conduct the AA and environmental clearance for their fixed-guideway concept. The City of Santa Ana's fixed-guideway concept proposes to connect the Santa Ana Regional Transportation Center through Downtown Santa Ana to Harbor Boulevard in the City of Garden Grove.

In January 2009, the Board selected Booz Allen Hamilton to serve as an extension of OCTA staff to provide project management oversight and technical support to ensure

that the two fixed-guideway projects are developed consistent with the Board-approved guidelines and in compliance with Federal Small/New Starts protocol.

Two additional bus/shuttle proposals from the cities of Aliso Viejo and Fullerton were approved by the Board in January to advance into Step Two of the Go Local Program. To date, the Board has approved 27 concepts to undergo detailed service planning in order to assess the viability and feasibility of the proposals by evaluating areas such as ridership, alignment, operating parameters and financial plans. During the reporting period, staff initiated the negotiations of cooperative agreements with the lead agencies of the Board-approved bus/shuttle proposals to define the roles of responsibilities for the Step 2 service planning effort. Cooperative agreements will be brought before the Board for approval beginning in April 2009.

All planning work done as part of Steps One and Two of the Go Local Program is funded by Measure M1 in preparation for the implementation of Project S, Transit Extensions to Metrolink, funded by M2. During this quarter, staff continued to develop guidelines for the evaluation of Go Local projects that will compete for M2 Project S funds.

Environmental Committees

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Water Quality Program

The Allocation Committee is designed to make recommendations to the Board on the allocation of funds for water quality improvements, and is currently developing a draft framework for competitive allocation of water quality funding.

During the first quarter of 2009, the Allocation Committee reviewed and commented on the draft Environmental Cleanup Program prerequisites, which will be incorporated into the M2 funding guidelines for evaluating new capital and operation projects related to mitigating transportation pollution.

Results from a second citywide questionnaire on the proposed Catch Basin Best Management Practices (BMP) Funding program was given. Per the questionnaire, trash mitigation had the highest interest for funding with screens and inlet inserts selected as the two most preferred BMPs.

Freeway Mitigation Program

The purpose of the 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.

Throughout the first quarter of 2009, staff continued to build an inventory of potential habitat conservation sites that may be eligible for funding for acquisition and restoration. Property information was collected from interested participants, which included property owners and managers, conservation and community groups and local governments.

In March 2009, the EOC and the Board-approved the draft master agreement and draft planning agreement to establish the process, roles, responsibilities and commitments for the preparation of the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The NCCP/HCP process examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. This process could take 18 to 24 months to complete, however, the Master Agreement includes an “advance credit” provision that allows funds, under certain conditions, to be allocated prior to completion of the NCCP/HCP process.

Financing

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The downturn in the economy continues to negatively affect local sales tax revenues. Actual sales tax revenue receipts through March 2009 are 9.2 percent less than receipts for the same period in fiscal year 2007-08. Staff has extrapolated year-to-date performance to fiscal year end, applied the recently provided State Board of Equalization sales tax forecast for the balance of the Measure 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 \$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 \$15.1 billion for the 30-year period.