



BOARD COMMITTEE TRANSMITTAL

July 27, 2009

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

Transportation 2020 Committee Meeting of July 20, 2009

**Present:** Directors Amante, Brown, Buffa, Campbell, Cavecche, Dixon,  
and Pringle  
**Absent:** None

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**


Receive and file as an information item.

**Note:** The Committee requested the following edit to page 2, bullet 3 of the staff report:

City of Anaheim selecting a short list of various alternatives for the ~~Anaheim Regional Transportation Intermodal Center (ARTIC)~~, which development of the Anaheim fixed-guideway project, this phase of study is funded by M1



**July 20, 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 April 2009 through June 2009 for review by the Orange County Transportation Authority Board of Directors. Despite worsening economic conditions, implementation of the Early Action Plan 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 the Orange County Transportation Authority (OCTA) Board of Directors (Board). All Renewed Measure M 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 on the web-based report features a brief paragraph that provides an overview of

significant progress for the time period. Attachment A is a summary of program and project status.

Highlights of the M2 progress report in this quarter include:

- Completion of final design for a new eastbound lane on the Riverside Freeway (State Route 91) between the Foothill-Eastern Toll Road (State Route 241) and the Corona Expressway (State Route 71)
- California Transportation Commission award of \$4 million, combined with \$4 million from the original Measure M (M1), funds the first set of signal synchronization projects beginning in July 2009
- City of Anaheim selecting a short list of various alternatives for the Anaheim Regional Transportation Intermodal Center (ARTIC), which is funded by M1
- Execution of cooperative agreements with the cities of Aliso Viejo, Anaheim, Fullerton, Lake Forest, Mission Viejo, San Clemente, and Westminster to begin service planning for the Go Local program
- Workshop was hosted by the Environmental Oversight Committee (EOC) for property owners, managers, and interested parties to learn about funding eligibility for land acquisition or restoration projects
- Conservation assessment analysis began and an early acquisition and restoration prioritization process was established and approved by the EOC
- 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

To encourage 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 April 2009 through June 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, April – June 2009

**Prepared by:**



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**Approved by:**



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**Renewed Measure M (M2) Quarterly Progress Report  
*April – June 2009***

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

**Highway Projects**

*Tom Bogard (714) 560-5918*

**Interstate 5 Projects**

The California Department of Transportation (Caltrans) is preparing a project study report to identify ways to relieve freeway congestion along the Santa Ana 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 at ways to increase capacity and improve traffic flow through this section of Interstate 5 (I-5) that connects four major freeways in central Orange County. The study is expected to be completed in late 2009.

The Orange County Transportation Authority (OCTA) selected a consultant to begin preparation of an environmental document for improvements along I-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 I-5, that presently end at the Pacific Coast Highway interchange, all the way down to Avenida Pico in San Clemente. Environmental approval is expected in mid 2012.

OCTA is also preparing a project study report to evaluate options to improve the I-5/Avenida Pico interchange. 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.

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 El Toro Road 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.

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 on SR-74 and other adjacent streets leading to the freeway. Design is expected to be completed in late 2011.

### State Route 57 Projects

OCTA is preparing the final design for a new northbound lane on State Route 57 (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 mid 2010.

OCTA is preparing an environmental analysis to add a new northbound lane on 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.

### 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 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. Environmental approval is expected in late 2009.

Caltrans is preparing an environmental document to improve traffic flow through the State Route 55 (SR-55)/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 late 2010.

Caltrans has completed the final design and is advertising for construction bids for a new eastbound lane on SR-91 between the Foothill-Eastern Toll Road (State Route 241) and the 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 (SR-71) interchange. Construction is expected to begin in late 2009.

Caltrans is preparing final design to add one new lane each way along SR-91 from SR-55 to State Route 241 (SR-241). This project will add significant new capacity along SR-91 through the cities of Anaheim and Placentia. Final design is expected to be completed in mid 2011.

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 to SR-241 in Orange County. RCTC is currently preparing an environmental analysis for the proposed improvements which is expected to be completed in early 2011. The segment in Orange County will be funded by M2, where the Riverside County segment will be funded with their Measure A and toll revenues.

## Interstate 405 Projects

OCTA is preparing an environmental study to add one or two new lanes each way on the San Diego Freeway (Interstate 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 is to add high-occupancy toll (HOT) lanes in each direction in the median of the freeway to provide express lanes similar to those currently operating on SR-91 in Anaheim.

## **Signal Synchronization**

*Anup Kulkarni (714) 560-5867*

In April 2008, the California Transportation Commission (CTC) awarded OCTA \$4 million as part of the Proposition 1B traffic signal synchronization program for signal synchronization. This combined with \$4 million from the original Measure M (M1) will provide \$8 million to fund signal synchronization along 10 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 July 2009.

Lastly, 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.

## **Metrolink**

*Dinah Minter (714) 560-5740*

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 (Board) approved the implementation strategy for the grade crossing 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 (in combination with funds from M2) on this project. While the delay affects 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 a contract to support the Metrolink service expansion program (MSEP) and grade crossing safety enhancements. In addition to the civil construction contract, contracts for special track work, signal construction, signal maintenance, rail, and ties have also been awarded.

OCTA staff continues to meet with cities to discuss pre-construction requirements and plan reviews. This effort is intended to resolve issues early and avoid delays once construction begins. Construction of the projects will be undertaken at the same time. SCRRA expects to issue a notice to proceed to the contractor to begin construction in August 2009. Construction is expected to take slightly over two years to complete.

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

A comprehensive public outreach program also was 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. In addition, a rail safety public education program, "Be Rail Safe," was also developed to educate youths and adults to help reduce the number of trespassings on or around the train tracks. An interactive web site and speakers bureau has been developed for both outreach programs.

### **Go Local**

*Kelly Long (714) 560-5725*

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

During this quarter, the City of Anaheim selected a short list of alternatives that propose various alignments and technologies to connect the Anaheim Regional Transportation Intermodal Center (ARTIC) to the Platinum Triangle and Anaheim resort area. The short-list of alternatives will be reviewed at a public scoping meeting in July.



The City of Santa Ana continues to work on assembling a consultant team that will conduct the AA and environmental clearance for their fixed-guideway concept. The city anticipates that the consultant will be on-board by July. 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.

During the reporting period, cooperative agreements were executed with the lead agencies of Aliso Viejo, Anaheim, Fullerton, Lake Forest, Mission Viejo, San Clemente, and Westminster to define the roles of responsibilities for step two service planning of the lead agencies' Board-approved bus/shuttle concepts. Work is underway to develop the ridership methodology that will be used to assess the viability and feasibility of all step two bus/shuttle concepts.

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 Renewed Measure M (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 early 2010.

### **Environmental Committees**

*Marissa Espino (714) 560-5607*

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

#### **Environmental Cleanup Allocation/Water Quality Committee**

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 second quarter of 2009, the Allocation Committee continued to review and comment 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.

#### **Environmental Oversight Committee**

The purpose of the 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.

In April 2009, the EOC invited property owners, managers, and interested parties with habitat conservation opportunities to give a short presentation on Orange County properties that may be available and eligible for land acquisition or restoration funds. Approximately 70 people attended the public workshop and listened to 14 presentations.

As a result of OCTA's public outreach efforts to expand the existing inventory of potential conservation properties, property information on more than 50 Orange County properties has been collected, with approximately 58,000 acres being evaluated for restoration and acquisition.

In May 2009, a conservation assessment analysis began and an early acquisition and restoration prioritization process was established, which is to be approved by the EOC, Transportation 2020 Committee, and OCTA Board of Directors in the third quarter of 2009. This scientific-based screening process identifies the necessary steps needed to ultimately prioritize the property submittals for early restoration and acquisition funding.

### **Financing**

*Ken Phipps (714) 560-5637*

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.

On Wednesday, June 24, 2009, OCTA issued another \$25 million in tax-exempt commercial paper (TECP) to fund M2 EAP projects. The \$25 million was issued at 1.10 percent for a period of 28 days. With this issuance, the total principal amount outstanding for the TECP program is \$50 million. Proceeds from the TECP program have funded Metrolink, SR-57, I-5 South, SR-91, and I-405 projects.