



**February 22, 2010**

**To:** Members of the Board of Directors  
**From:** Will Kempton, Chief Executive Officer  
**Subject:** Measure M2 Progress Report for October 2009 through December 2009

**Overview**

Staff has prepared a Measure M2 progress report for October 2009 through December 2009 for review by the Orange County Transportation Authority Board of Directors. Despite current economic conditions, implementation of Measure M2 continues at a fast pace. The report highlights progress on Measure M2 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 Measure M2 (M2) Transportation Investment Plan be filed with Orange County Transportation Authority (OCTA) Board of Directors (Board). All M2 progress reports are posted online for public review.

**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). Construction began on the State Route 91 eastbound lane addition, which is partially funded by the federal economic stimulus program.
- The master plan for the Regional Traffic Signal Synchronization Program is under development and OCTA will seek Board guidance on the elements in early 2010.
- Construction of the civil portions of the Metrolink Service Expansion Program (MSEP) and grade crossing safety enhancements continues.
- Two Board-approved Go Local fixed-guideway projects are in Step Two, completing alternatives analysis and environmental clearance.
- Under Project V, the Board also approved project concepts for community-based transit circulators from 13 cities.
- The M2 Environmental Cleanup Allocation/Water Quality Committee (Allocation Committee) finalized the draft funding guidelines and framework for the allocation of water quality funding.
- The M2 Freeway Mitigation Program Environmental Oversight Committee (EOC) reviewed the independent conservation assessment of conservation/mitigation opportunities within Orange County.

To encourage the public review of the quarterly report online, information will be placed on OCTA's website. 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 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 October 2009 through December 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. M2 Quarterly Progress Report for October—December 2009

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## **M2 Quarterly Progress Report October - December 2009**

The following is a summary of the progress made on the M2 Early Action Plan (EAP) covering the fourth quarter (October - December) of 2009.

### **Highway Projects**

*Tom Bogard (714) 560-5918*

#### **Interstate 5 Projects**

The Orange County Transportation Authority (OCTA) is preparing an environmental document for improvements along the 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 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 Interstate 5 (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 SR-74 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 has recently completed 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 identifies ways to increase capacity and improve traffic flow through this section of I-5 that connects four major freeways in central Orange County. (Project A)

### State Route 57 Projects

OCTA recently completed an environmental analysis to add a new northbound lane on the Orange Freeway (State Route 57) between Katella Street and Lincoln Avenue in the Anaheim area. Final design is now underway and is expected to be completed in late 2010. (Part of Project G)

OCTA is nearing completion on 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 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 study 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. (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 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 construct a new eastbound lane on SR-91 between 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 be completed in late 2010. (Part of Project J)

The Riverside County Transportation Commission (RCTC) is planning to extend the SR-91 Express Lanes eastward 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 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 Costa Mesa, Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, and Westminster. One option being studied 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. (Project K)

### Signal Synchronization

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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. 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.

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 guidance on the elements of the Master Plan in early 2010. The Master Plan builds on all of the work OCTA has accomplished with the Demonstration Projects and the Traffic Light Synchronization Program (TLSP) projects.

### Metrolink

#### Grade Crossing Improvements

*Mary Toutouchi (714) 560-5833*

Orange County's at-grade rail-highway crossing (railroad crossing) safety enhancement project began in August 2009 and is continuing to make progress. Improvements to railroad 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).

Construction continues on railroad crossing safety enhancements in the cities of Orange, Anaheim and Santa Ana. Signal crews are working during nights and weekends installing conduits and foundations in preparation for pedestrian safety treatments at the crossings and synchronizing traffic signals with railroad signals. Civil construction crews also are working during the week resurfacing pavement, restriping lines, installing new signs and constructing new medians.

Construction for all 50 railroad crossings in the eight participating cities is anticipated to be completed by the end 2011. OCTA staff and the Southern California Regional Rail Authority (SCRRA) construction teams continue to meet with cities to coordinate construction activities and to ensure that any issues are resolved early to avoid possible delays.

Once construction is completed, cities may establish a Quiet Zone through the Federal Railroad Administration. A quiet zone is an area along the train tracks where trains do not routinely need to sound their horns. Many of the cities have already started the application process by completing a Notice of Intent to implement a Quiet Zone.

A comprehensive public outreach program also has been established to notify communities of construction impacts such as road detours, nighttime work, and dust impacts throughout the program. The goal 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. During the fourth quarter, 21 e-mailed construction alerts have been distributed to more than 700 residents throughout the County, specifically in the cities of Anaheim, Fullerton, Orange and Santa Ana. The project's e-mail account and toll-free hotline have received 12 e-mailed inquiries and four voicemails. A communications survey was also sent to people who subscribe to the construction alerts. Fifty-five percent of those who responded felt the information that is shared is helpful, and 40 percent felt that it is very helpful.

Presentations are also offered to community groups throughout the County. OCTA Chairman Jerry Amante and other key OCTA staff members made a presentation to the Tustin Meadows Homeowners Association in October 2009. Nearly 30 people were in attendance, including a reporter from the Tustin News as part of the Orange County Register. Countywide, the community outreach staff has provided 17 presentations, reaching nearly 250 people.

#### Rail Safety

*Sarah Swensson (714) 560-5376*

The "Be Rail Safe" education program continues to visit community groups along the rail corridor. Five presentations were given in the cities of Anaheim, Fullerton, Irvine and

Tustin to nearly 150 people, regarding future construction schedules and tips to be rail safe. Based on evaluations from these presentations, 90 percent rate the rail safety program as excellent and 91 percent are very supportive of the program.

The “Be Rail Safe” program has also taken an active role in the youth community. Two animated characters, Max and Lucy, a brother and sister team, will be featured in a bilingual comic book and on the interactive website to teach children tips to be rail safe. In addition to comic book characters, the team shared rail safety tips with trick-or-treaters in Orange and Anaheim community events. More than 5,000 people participated in the Treats in the Streets festival in Orange and more than 8,000 people participated in the 73<sup>rd</sup> annual Anaheim Fall Festival. Each festival recognized the harvest season and brought children and families together, creating the perfect opportunity for the rail safety team to distribute safety messages to children and adults, along with traditional treats.

## **Go Local**

Go Local Fixed-Guideway  
*Kelly Long (714) 560-5725*

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

Consistent with the federal AA and environmental clearance practices, the City of Anaheim hosted a public scoping meeting in November to solicit input on the alternatives being considered. Twenty-five members of the public attended the workshop to weigh in on the potential route alignments and vehicle technologies being evaluated, which include bus rapid transit and elevated fixed-guideway. The City of Anaheim and OCTA staff also continued ongoing coordination meetings with the Federal Transit Administration (FTA) regarding the ridership modeling effort and other project development efforts.

The project team from the Cities of Santa Ana and Garden Grove initiated development of the initial goals, objectives and evaluation methodology for their proposed Guideway project. The cities also continued development of the project’s screening criteria that will be used to assess the potential benefits of each alignment and technology being considered as part of the alternatives analysis.

OCTA staff, with assistance from the project management consultant, continued its ongoing participation, review and comment on development activities and deliverables related to both fixed-guideway projects. During this quarter, OCTA hosted a workshop for both cities to discuss the fixed-guideway planning process as outlined by the FTA. The FTA requirements are a sound model for planning and development of fixed-guideway projects as it relates to ridership modeling, financial planning and project management.



### Go Local--Bus/Shuttle

Dana Wiemiller (714) 560-5718

During the reporting period, three remaining cooperative agreements with participating cities were approved to define the roles and responsibilities for Step Two service planning on bus/shuttle concepts. Task one service planning work was initiated in each of the six bus/shuttle sub-regions, which includes a review of existing plans, studies and data and preliminary meetings with cities and stakeholder groups. Work continued on the ridership methodology tool that will be used to assess the viability and feasibility of all Step Two bus/shuttle concepts.

The Board approved a system-wide transit study in November that impacts Go Local bus/shuttle service planning. A revised schedule for Step Two service planning work will be developed in first quarter 2010 to ensure integration with the system-wide study effort.

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/Summer 2010.

### Community-Based Transit Circulators

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In October, the Board approved Project V concepts from 13 cities for community-based transit circulators. Follow-up meetings occurred with each city to refine their project concepts that resulted in a total of 22 Project V concepts being advanced and incorporated into Step Two service planning.

### 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.

### 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 fourth quarter of 2009, the draft funding guidelines and the framework for the allocation of water quality funding were finalized. In January 2010, the Allocation Committee is expected to recommend approval of the guidelines and framework to the OCTA Board of Directors (Board), which will vote on the items in February 2010.

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. The next step is to receive Board approval in February 2010 to develop 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.

Since winter 2008/09, 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 fourth quarter of 2009, the EOC reviewed the independent Conservation Assessment of conservation/mitigation opportunities within Orange County. The completion of the analysis enabled OCTA staff, Caltrans and the wildlife agencies (including the California Department of Fish and Game and U.S. Fish and Wildlife Service) to begin reviewing properties that may be available for early acquisition and/or restoration funding.

In order to manage the extensive list of properties, OCTA, Caltrans and the wildlife agencies began to evaluate the submittal properties within the Priority Conservation Areas, which are regions with the highest biological values in Orange County. Next, the non-biological criteria will be evaluated to determine the placement of the first group of properties. The review team will continue to review all properties in early 2010.

Once the top priority properties are identified and it is determined the properties are owned and/or managed by a landowner willing to consider sale or restoration for conservation purposes, the EOC will make preliminary funding recommendations to the Board. This is anticipated to occur in the first quarter of 2010.

Early acquisitions would then be approved based on completion of the final step of the prioritization process, which involves real estate appraisals and financial assessments. Ultimately, properties or restoration projects possessing the highest biological value that will benefit the freeway mitigation program will be recommended to the Board for consideration for acquisition and/or restoration funding.

### **Financing**

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In early June 2009, staff received a projection of taxable sales growth rates from the State Board of Equalization and has updated this forecast with actual advances through December 2009. Staff has applied this updated 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 \$14.3 billion for the 30-year period.