



August 23, 2010

To: Members of the Board of Directors

From: Will Kempton, Chief Executive Officer

Subject: Measure M2 Progress Report for April 2010 through June 2010

A handwritten signature in black ink, appearing to read "Will Kempton", is written over the "From:" line of the email header.

Overview

Staff has prepared a Measure M2 progress report for April 2010 through June 2010 for review by the Orange County Transportation Authority Board of Directors. Despite current economic conditions, implementation of Measure M2 continues at a fast pace. This 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 the 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. 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 with 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:

- Advertising for construction bids on the Orange Freeway (State Route 57) widening project occurred in May. Bids for the two segments of the project were opened in July.
- Construction is more than 60 percent complete on the new eastbound lane for the Riverside Freeway (State Route 91) between the Foothill Transportation Corridor (State Route 241) and the Corona Expressway (State Route 71). The project is expected to be complete in late 2010.
- Final design was completed and funding was authorized to start construction on the West County Connectors projects, which are part of the M2 EAP and partially funded by Measure M (M1). A construction contract for the east segment of the San Diego Freeway (Interstate 405)/ Garden Grove Freeway (State Route 22), in the amount of \$65,784,398 (39 percent below the engineer's estimate), was awarded.
- The first phase of the Traffic Light Synchronization Program, with projects on Alicia Parkway (41 signalized intersections along 11 miles), Beach Boulevard (71 signalized intersections along 20 miles), and Chapman Avenue (47 signalized intersections along 13 miles), is approximately 75 percent complete.
- Project development continued on the Anaheim Regional Transportation Intermodal Center (ARTIC). Anaheim, assisted by a team of consultants and in coordination with OCTA, continued development of the ARTIC project description and the environmental clearance documents. The project remains on schedule with environmental clearance anticipated to be complete in October 2010.
- Construction continued on railroad crossing safety enhancements in Orange and Anaheim, with the activation of the first eight crossings in Orange scheduled for late September 2010. Construction also has begun in Tustin and will begin later this summer in Santa Ana.
- Work on the Orangethorpe railroad grade separation projects continues at a fast pace. Final design was completed for the Placentia Avenue and Kramer Boulevard undercrossings, and OCTA staff received Board authorization to begin the right-of-way process with property owners and

tenants impacted by the Orangethorpe Avenue and Tustin Avenue/Rose Drive projects. A public information effort was developed for the grade separation program. The program now is designated as O.C. Bridges.

- Project development continued on the two Board-approved Go Local fixed-guideway projects, one from Anaheim and the other from Santa Ana and Garden Grove. Step Two efforts to complete detailed planning are currently underway, including alternatives analysis and environmental clearance activities.
- During the reporting period, 30 bus/shuttle concepts were in Step Two service planning under Go Local/Project S. An additional 22 bus/shuttle community-based circulator concepts were incorporated into the Step Two service planning effort and are currently undergoing phase two analysis activities.
- The Board approved actions proposed by the M2 Environmental Cleanup Allocation Committee, including a two-tier water quality grant program, a funding plan and guidelines for both tiers, and the development of a Tier 2 planning study scope of work.
- The Board approved the M2 Freeway Mitigation Program Environmental Oversight Committee's recommendations to include all 14 Group 1 properties for appraisal. Properties within Group 1 generally possess higher quality habitats and are larger-sized properties that align with impacted habitats and contain covered species.

To encourage the public review of the quarterly report online, information will be placed on OCTA's website. Staff will also notify all Orange County cities and use other existing communication tools, such as project newsletters, to notify the public about the online availability of the M2 progress report. Because the public may view both the original M1 and M2 as one program, the original M1 annual report also includes an update on the progress of M2.

Summary

As required by M1 Ordinance No. 3, a quarterly report covering activities from April 2010 through June 2010 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. Measure M2 Quarterly Progress Report - April through June 2010

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Measure M2 Quarterly Progress Report *April through June 2010*

The following is a summary of the progress made on the Measure M2 (M2) Early Action Plan (EAP) covering the second quarter, April - June of 2010.

Highway Projects

Tom Bogard (714) 560-5918

San Diego Freeway (Interstate 5) Projects

The Orange County Transportation Authority (OCTA) is preparing an environmental document for improvements along the Interstate 5 (I-5) between Avenida Pico and Pacific Coast Highway, through San Clemente and Dana Point. The environmental study will evaluate the impacts of extending the current high-occupancy vehicle (HOV) lanes on the I-5 from its present terminus at the Pacific Coast Highway interchange, to Avenida Pico in San Clemente. The project will also evaluate improvements to the freeway on-ramps and off-ramps at Avenida Pico. Environmental approval is expected in mid-2011. (Part of Projects C and D).

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

OCTA is preparing a project study report to look at ways to improve traffic flow along the I-5 between the San Joaquin Transportation Corridor (State Route 73) and the 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 improve the flow of traffic through this area. The study is expected to be complete in mid-2010. (Part of Projects C and D).

Caltrans is preparing a project study report to add additional capacity to the I-5 between the Costa Mesa Freeway (State Route 55) and the Orange Freeway (State Route 57) through the City of Santa Ana. The study will look at options to add capacity to the existing HOV and general purpose lanes. The study is expected to be complete in early 2011. (Project A).

State Route 57 (SR-57) Projects

OCTA is preparing final design for the addition of a new northbound lane on the SR-57 between Katella Avenue and Lincoln Avenue in Anaheim. The final design is expected to be complete in late 2010. (Part of Project G).

OCTA completed the final design for a new northbound lane on the SR-57 from Orangethorpe Avenue to Lambert Avenue through Brea and Fullerton. Funding was recently approved for the construction of the projects. Advertising for construction bids on the SR-57 widening project occurred in May. Bids for the two segments of the project will be opened in July. Construction is expected to begin in late 2010. (Part of Project G).

Riverside Freeway (State Route 91) Projects

The environmental document was recently approved to add a new lane to the State Route 91 (SR-91) between the I-5 and the SR-57 in Anaheim. OCTA is now preparing the final design for the project, which will add a new general purpose lane in the westbound direction. Final design is expected to be complete in early 2012. (Project H).

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

Caltrans is preparing final design to add one new lane in each direction along the SR-91 from the SR-55 to the Foothill Transportation Corridor (State Route 241). The new lanes generally will be within existing right-of-way (ROW) through Anaheim and Yorba Linda. Final design is expected to be complete in late 2010. (Part of Project J).

Construction is 63 percent complete on a new eastbound lane on the SR-91 between State Route 241 (SR-241) and the Corona Expressway (State Route 71). The project will extend the existing eastbound auxiliary lane that currently terminates within Santa Ana Canyon to the State Route 71 (SR-71) interchange in Riverside County. Construction of the project is funded under the federal economic stimulus program. Construction is expected to be complete in late 2010. (Part of Project J).

The Riverside County Transportation Commission (RCTC) is planning to extend the 91 Express Lanes eastward from their current terminus in Anaheim to the Corona Freeway (Interstate 15). This project will also add one general purpose lane in each direction from the Interstate (I-15) to the SR-241 in Orange County. RCTC is currently preparing an environmental analysis for the proposed improvements, which is expected to be complete in mid 2011. (Part of Project J).

Interstate 405 (I-405) Projects

Final design was completed and funding was authorized to start construction on two HOV projects along the I-405 between the Garden Grove Freeway (State Route 22) and the San Gabriel River Freeway (Interstate 605). The West County Connectors projects, which are part of the M2 EAP, and partially funded by Measure M (M1), will add a direct HOV connector between the State Route 22 (SR-22) and the I-405, and one between the I-405 and the Interstate 605 (I-605), as well as an additional HOV lane in each direction between the SR-22 and the I-605. A construction contract for the east

segment, I-405/SR-22, was awarded, in the amount of \$65,784,398 (39 percent below the engineer's estimate). Construction is expected to be complete for both projects in mid-2014.

OCTA is preparing an environmental study to add new lanes in each direction on the I-405 between the SR-55 and the I-605. These improvements will add mainline capacity and improve the local interchanges along the corridor that serves Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, and Westminster. The environmental impact report considers four alternatives ranging from minor improvements to the addition of two lanes in each direction. One alternative being studied is to add a general purpose lane and an express lane in each direction in the median of the freeway to provide a free-flowing toll facility similar to that currently operating on the SR-91 in Anaheim. The environmental document is expected to be complete in 2012. (Project K).

Streets and Roads Projects

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 Light Synchronization Program (TLSP) for interagency signal synchronization. When combined with \$4 million from the original M1 Signal Improvement Program, a total of \$8 million will be provided to fund signal synchronization along ten significant corridors comprised of 533 signalized intersections on 158 miles of roadway over the next three years.

In summer 2009, OCTA began working 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. These projects are approximately 75 percent complete. Preliminary optimized signal timings for the projects have been implemented in the field and are in the process of being fine-tuned. Results from the projects are now being compiled and will be presented to the Board of Directors (Board) in September 2010.

OCTA also commenced work on the second phase of the TLSP. This phase includes the following four corridors: Brookhurst Street with 59 signalized intersections along 16 miles, Edinger Avenue/Irvine Center Drive/Moulton Parkway/Street of Golden Lantern with 81 signalized intersections along 21 miles, El Toro Road with 39 signalized intersections along 11 miles, and Orangethorpe Avenue with 43 signalized intersections along 19 miles. OCTA has finished procurement of traffic engineering services and will start the projects in July 2010, with major work beginning in the fall.

OCTA began initial work on the design phase of the third and final phase of the TLSP. This phase includes the following three corridors: Katella Avenue with 58 traffic signalized intersections along 15 miles, La Palma Avenue with 58 traffic signalized intersections along 18 miles, and Yorba Linda Boulevard with 45 traffic signalized intersections along 12 miles. The CTC is scheduled to allocate funds as soon as August 2010. OCTA will have the procurement process well underway and anticipates that the start of these projects will occur prior to February 2011.

OCTA also continued work on the Regional Traffic Signal Synchronization Program included as part of M2. The goal of the program is to improve traffic flow by developing and implementing regional signal coordination through more than 2,000 intersections. OCTA will be seeking Board guidance on key elements of the program in summer 2010. The Regional Traffic Signal Synchronization Program will begin in April 2011 with the start of M2.

Grade Separation Projects

Tresa Oliveri (714) 560-5374

Throughout the months of April, May, and June the design teams for the Placentia Avenue and Kraemer Boulevard undercrossings worked to complete the final designs due on June 30. Drafts of the construction and maintenance agreement with the Burlington Northern Santa Fe railroad have been circulated with Placentia and Anaheim in preparation for presentation to the Board next quarter. The ROW staff is negotiating with property owners to finalize offers regarding the property impacts on both of the undercrossing projects.

OCTA staff received Board authorization to begin the ROW process with property owners and tenants impacted by the Orangethorpe Avenue and Tustin Avenue/Rose Drive projects. The outreach team conducted several outreach events to support the ROW efforts. The design teams submitted a 35 percent design plan before the end of June. The Lakeview Avenue overcrossing design has been under review with property owners to address access concerns on the south side of the project. Staff is exploring concepts to mitigate any construction overlap at concurrent intersections including possible schedule adjustments. A budget amendment was presented to the Highways Committee in June and will be brought to the Board next quarter.

In addition, the outreach team developed the branding for the grade separation program: O.C. Bridges. OCTA's outreach effort is focused on the projects implemented by OCTA: Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue. Collateral materials have been developed and the website is scheduled to debut early next quarter. There has been ongoing outreach with property owners, business owners, and residents who work and live near the O.C. Bridges projects.

Metrolink

Grade Crossing Improvements

Mary Toutounchi (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 quiet zones where locomotives are no longer required to sound their horns.

Construction continues on railroad crossing safety enhancements in Orange and Anaheim, with the activation of the first eight crossings in Orange scheduled for late September 2010. Construction also has begun in Tustin and will begin later this summer in Santa Ana. Signal crews are continuing to work at night 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 continue to work during the week installing new medians and sidewalks, resurfacing pavement, restriping lines, and installing new signage.

Construction for all 50 railroad crossings in the eight participating cities is anticipated to be complete by the end of 2011. OCTA staff and the Southern California Regional Rail Authority construction teams continue to meet weekly with partner cities to coordinate construction activities and to ensure that any issues are being resolved.

Once construction is complete and the new crossings are activated, cities may establish a quiet zone through the Federal Railroad Administration (FRA). A quiet zone is an area along the tracks where trains are not required to sound their horns. Many of the cities have already completed the first step of this process by submitting a Notice of Intent to implement a quiet zone to the FRA, California Public Utilities Commission, and appropriate railroad agencies.

Installation of pedestrian gate foundations, sidewalk improvements, raised medians, handrails, and pedestrian swing gates have been completed for most of the crossings in Orange and Anaheim. In Tustin, signal foundations and conduits are being installed at Red Hill Avenue and civil construction of medians and sidewalk improvements will follow later this summer.

A comprehensive public outreach program is continuing 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. E-mail and toll-free hotline calls continue to be received and responded to.

Rail Safety

Sarah Swensson (714) 560-5376

The “Be Rail Safe” education program continues to teach important safety lessons to youth. The team partnered with the Orange County Boy Scouts of America and Knott’s Berry Farm to host a Boy Scouts Railroading Merit Badge Day in April. The scouts learned how to be rail safe, visited the historic Calico Railroad, and were able to enjoy a day at the park while earning their Railroading Merit Badge. The goal of these efforts is to spark attention to rail safety as communities see increased rail service, which contributes to reduced vehicle trips and improved mobility.

As part of continued rail safety awareness for youth, Max and Lucy, the rail safety superheroes, have been incorporated into a bilingual comic book. With the title, “Rail Tale with Max and Lucy,” the comic book is a great way to teach children how to be safe around train tracks.

The Be Rail Safe team also shared safety tips with community members at the annual Railroad Days in Brea. More than 10,000 people participated in the two-day event, creating an ideal opportunity for the team to distribute safety messages while visitors enjoyed rail-related exhibits.

Go Local

Go Local Fixed-Guideway

Kelly Long (714) 560-5725

Project development continued with the two Board-approved Go Local fixed-guideway projects, one from Anaheim and the other from Santa Ana and Garden Grove. Both teams are currently underway with Step Two efforts to complete detailed planning, including alternatives analysis (AA) and environmental clearance activities.

Consistent with the state and federal AA and environmental clearance practices, Anaheim continued to develop the technical studies and reports for the Anaheim Rapid Connection (ARC) project. The ARC project activities completed include the scoping report, basis of design report, preliminary operations and maintenance cost estimates, and preliminary capital cost estimates. The draft environmental studies prepared during the reporting period include technical memos on hydrology and water quality.

The project team from Santa Ana and Garden Grove completed the purpose and need statement for their project, as well as the evaluation methodology report. In addition, the cities prepared for and conducted public outreach scoping meetings to satisfy state environmental clearance requirements. The scoping meetings included meeting with local stakeholders and conducting four workshops in the cities. Approximately 40 members of the public attended the scoping meetings to provide input on the alignments and technologies being evaluated for the project.

OCTA staff continued its ongoing participation, review, and comment on development activities and deliverables related to both fixed-guideway projects. In addition, OCTA staff continued coordination with the Federal Transit Administration staff in discussions on the AA and environmental clearance processes for both projects to ensure compliance with all potential federal funding sources.

All planning work done as part of steps one and two of the Go Local program is funded by M1 in preparation for the implementation of Project S (transit extensions to Metrolink), funded by M2.

Go Local Bus/Shuttle

Dana Wiemiller (714) 560-5718

During the reporting period, phase two of the service planning work was implemented in each of the six bus/shuttle sub-regions, which included an evaluation of passenger demands and needs, route segment performance, and overall system impacts. In addition, a financial analysis tool was in development to ensure consistent evaluation among all service planning consultants when assessing capital and operating cost estimates.

A consultant was selected to conduct the Board-approved system-wide transit study. The Go Local consulting firms will coordinate with this study process as it moves forward to ensure an evaluation of both regional and community transit objectives.

All planning work done as part of steps one and two of the Go Local program is funded by 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 2010.

Community-Based Transit Circulators

Dana Wiemiller (714) 560-5718

During the reporting period, there were 30 bus/shuttle concepts in Step Two service planning under Go Local/Project S. The service planning contracts and participating city cooperative agreements were amended to include the Project V concepts. Under Project V, an additional 22 bus/shuttle community-based circulator concepts have been incorporated into the Step Two service planning effort and are currently undergoing phase two analysis activities.

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 in January 2008.

Water Quality Program

The Allocation Committee is designed to make recommendations to the Board 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 second quarter of 2010, the Board approved actions proposed by the Allocation Committee. Among the items approved were: a two-tier water quality grant program, a funding plan and guidelines for both tiers, and the development of a Tier 2 planning study scope of work. The scope of work will identify the most strategically effective areas, opportunities, and types of investments to reduce road and freeway runoff impacts to waterways in Orange County.

The Tier 1 grant program is a catch basin improvement program that will offer funding for equipment purchases and upgrades to existing catch basin screens, filters, and inserts.

Tier 2 is a second grant program that will focus on funding for multi-jurisdictional, multi-year capital-intensive projects.

Freeway Mitigation Program

The purpose of the EOC is to make recommendations to the Board on the allocation of environmental freeway mitigation funds and to 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 13 M2 freeway projects.

On May 24, 2010, the Board approved the EOC's recommendations to include all 14 Group 1 properties for appraisal. Properties within Group 1 generally possess higher quality habitats and are larger sized properties that align with impacted habitats and contain covered species.

The Board also directed the EOC be given the authority to add the six Group 2 properties for appraisal based upon any of the current properties falling out. The appraisal process began in late June and is expected to take six to eight weeks.

Additionally, OCTA staff was tasked with developing an acquisition plan that outlines the details of the appraisal, negotiations and escrow process.

Finally, the Board approved the preliminary results for the restoration proposals, which focused on the biological factors for each of the 11 properties, and the Board directed staff to further evaluate restoration proposals under Group 1 and Group 2 to determine the overall mitigation value.

Financing

Ken Phipps (714) 560-5637

Staff has received updated taxable sales forecasts from Chapman University, the University of California, Los Angeles (Anderson Forecast), and California State University, Fullerton through the M2 period. These forecasted growth rates are being applied to the M1 sales tax budget for fiscal year 2010-11, which is based on a 1.1 percent sales tax growth rate applied to projected sales tax revenue for fiscal year 2009-10.

As compared to the 2005 nominal revenue estimates, the first 12 months of M2 sales tax revenue is now projected to be more than \$130 million less than the 2005 projections and the average annual growth rate over the 30-year period is projected to be approximately 0.5 percent less. As a result, the nominal M2 sales tax revenue is projected to decrease from the 2005 estimate of \$24.3 billion to a revised estimate of \$13.6 billion for the 30-year period.