

Hello. I'm Will Kempton, Chief Executive Officer of the Orange County Transportation Authority. I am pleased and honored to share the 2009 OCTA Annual Report with you.

In an effort to reduce paper costs and "go green," this year's annual report has moved to an online format. We think you'll enjoy its interactivity.

As you are aware, 2009 was a challenging year for transportation funding. We faced obstacles that we never had before, and hopefully, never will again.

In spite of these obstacles, OCTA made great strides improving our transportation network. Due to our efforts in 2009, the I-5 Gateway Project through Buena Park is nearing completion. As a shovel-ready project, the SR-91 Eastbound Lane Addition Project received federal stimulus dollars in the spring of last year under the American Recovery and Reinvestment Act...and we broke ground in November.

Our 34 cities and the county received a total of \$78 million for local street and road improvements to reduce your commute time.

As part of the Metrolink Service Expansion Program, design for track and infrastructure improvements was completed. We also finished final design for grade crossing safety enhancements, and construction began on projects in the cities of Orange and Anaheim.

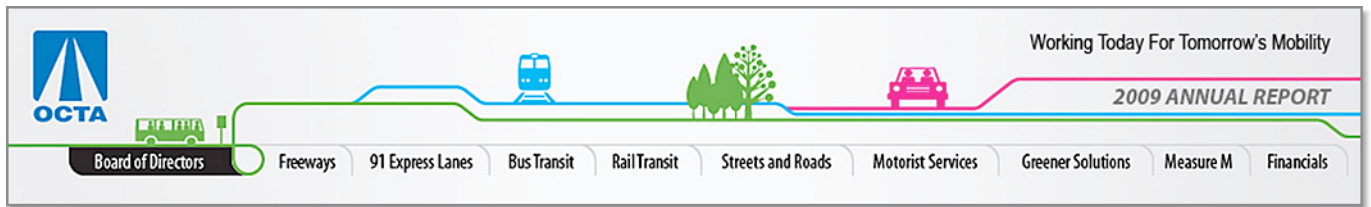
Conceptual design and environmental clearance are under way for ARTIC, Orange County's premier transportation hub. Construction is scheduled to begin in 2011.

With the loss of State Transit Assistance funding and declining sales tax revenues, it was an extremely challenging year for our bus system. In June, the OCTA Board of Directors declared a fiscal emergency resulting in significant bus service reductions that affected our customers and employees. Throughout the extensive planning and implementation of the reductions, OCTA staff worked diligently to minimize the impact on our customers and to keep them engaged every step of the way.

Throughout the report, you'll notice the continuing positive impact of Measure M. You'll see icons next to the projects funded by Measure M1 and those begun as part of the M2 Early Action Plan.

You can read more about OCTA's accomplishments, the improvements to our transportation system and view financial data in this report. You'll find tabs on this page that link to the appropriate sections.

Thank you for your support in 2009. Together, we will continue to work today for tomorrow's mobility. We look forward to another rewarding year in 2010.



## BOARD OF DIRECTORS

Thank you to the 2009 OCTA Board of Directors. Their guidance, leadership and dedication benefit us all.

### Jerry Amante Chairman

Chairman Jerry Amante joined the Orange County Transportation Authority Board of Directors in December 2006. He serves as the Chair of the Central County Corridor Major Investment Study Policy Advisory Committee and as Chairman of the Executive Committee, the Transportation 2020 Committee, the State Route 91 Advisory Committee and Legislative and Communications Committee.

Chairman Amante has served on the Tustin City Council since 2004 where he is presently Mayor. Chairman Amante also served as Past Chair of the Foothill/Eastern Transportation Corridor Agency where he serves on the Finance and Operations Committee, the Joint Legislative Ad Hoc Committee, the Joint Financial Options Ad Hoc Committee, as well as the Joint Marketing Ad Hoc Committee. He is also the Chairman of the Transportation Corridor System. Chairman Amante also serves as President of the Orange County League of California Cities.

Prior to joining the city council, Chairman Amante was appointed to the Tustin Planning Commission and served as its Chairman until he resigned in 2004.

Chairman Amante is an attorney and is a licensed real estate broker who owns a business, corporate and real estate law firm and a commercial and residential real estate brokerage firm. He is also an Arbitrator on the Panel of Civil Arbitrators of the Orange County Superior Court.

Chairman Amante has a B.A. from the University of California, Los Angeles and a Juris Doctorate from Southwestern University School of Law.

Chairman Amante and his wife Nancy have lived in Tustin for 22 years. They have two children, Shawn and Paul, and two grandchildren, Erik and Danica.

### Patricia Bates Vice Chair

Vice Chair Patricia Bates joined the Orange County Transportation Authority Board of Directors in January 2007.

As a member of the OCTA Board of Directors, Vice Chair Bates serves as a member of the Legislative and Communications Committee, Executive Committee, Finance and Administration Committee and Highways Committee.

Vice Chair Bates was elected to the State Assembly in 1998. In the Assembly, she served as Vice-Chair of the Assembly Appropriations and Assembly Health Committee, and was the founding Chair of the Republican Women's Caucus.

Prior to her election to the Assembly, Vice Chair Bates served four terms as Mayor for the city of Laguna Niguel, becoming the first upon the city's incorporation in 1989. She continued to serve as a City Council member until her election to the State Assembly in 1998. Vice Chair Bates also serves on the San Joaquin Hills Transportation Corridor Agency Board of Directors and has authored several legislative measures broadening Orange County's eligibility for transportation dollars. Vice Chair Bates also serves on the Orange County Fire Authority.

Vice Chair Bates began her professional career as a social caseworker in South Central Los Angeles. She left county service to join her husband in establishing his architecture practice in Orange County.

Vice Chair Bates received her Bachelor of Arts Degree from Occidental College, continued her studies in psychology as a graduate student at California State University, Long Beach and also attended the University of Madrid, Spain where she studied European and cultural history.

## **Art Brown**

Buena Park Mayor Art Brown was selected as the Fourth Supervisorial District city representative on the Orange County Transportation Authority Board of Directors in January 1995. Director Brown is a retired Los Angeles County Deputy Sheriff who brings a long career of public service to the OCTA Board. Prior to his election to the Buena Park City Council, Director Brown served as an elected member of the Savanna Elementary School District Board of Trustees.

As a member of the OCTA Board of Directors, Director Art Brown serves as a member on the following committees: Transit, Finance and Administration, State Route 91 Advisory, Transportation 2020, Legislative and Communications Committee, and the Security Working Group.

### **Community Service**

Councilmember, City of Buena Park (Since 1990)  
Mayor (1992-1993, 1996-1997, 2000-2001)  
Mayor Pro Tem (1991-1992, 1994-1995, 1999-2000)  
I-5 Corridor JPA  
Savanna Elementary School Board Trustee (1982-1990)  
League of California Cities, Orange County Division  
Resolutions Committee  
Legislative Review Committee  
Criminal Justice Super Committee  
Legal Judicial Committee  
Water Resources Committee  
Southern California Association of Governments (Member of the Executive Committee)  
Chairman, Energy and Environment Committee  
Regional Council  
Chairman, Metrolink Board  
OCTA Representative on the LOSSAN Committee  
OCTA Representative on the Metrolink Board  
Member, North Orange County Leadership Forum  
Member, West Orange County Cities Association  
Member, Orange County Council of Governments  
Member, AQMD Small Business and Local Government Advisory Board

## **Peter Buffa**

As one of two public members on the OCTA Board of Directors, Director Buffa serves on the Executive Committee and is a member of the following committees: Finance and Administration, Legislative and Communications, and Transportation 2020.

Director Peter Buffa is a media, corporate communications and intergovernmental consultant. He formed Petrone Communications, Inc., a media production and consulting firm, in 1983. His work in documentary television has earned numerous awards, including two EMMY Awards and awards from the New York and Moscow Film Festivals (*The Mechanical Universe, PBS*).

Director Buffa served as a Council Member and Mayor of Costa Mesa, California from 1986 to 1998, following two years as a Planning Commissioner. From 1987 to 1998, Chairman Buffa served as a Director of the Transportation Corridor Agencies, including two terms as Chair of the San Joaquin Hills Corridor Agency. In 1998, Director Buffa received special recognition from the American Road & Transportation Builders Association for his work on innovative transportation projects.

Director Buffa's firm, Petrone Communications, has provided consulting services to numerous public agencies on the development and implementation of public outreach and consensus-building programs, including:

#### **Transportation Corridor Agencies**

- Implemented community outreach strategy and scoping workshops for the Foothill-South toll road extension.
- Developed marketing and informational media for the TCA for broadcast and non-broadcast distribution.

#### **U.S. Army Corps of Engineers**

- Developed and implemented a public outreach strategy for the Santa Ana River Main Stem Improvement project, including the expansion of the Prado Dam and the opening of Seven Oaks Dam.

#### **National Water Research Institute**

- Produced a video series called "Water From Water," which explores issues such as water conservation, recycling and urban run-off.

Director Buffa received a Bachelor of Fine Arts from the University of Arizona in 1970, and did graduate work at the University of Southern California Film School. He was commissioned a Lieutenant in the U.S. Air Force in 1970 and served as a press liaison and media production officer during the Vietnam War.

Director Buffa and his wife, Sharyn, live in Costa Mesa. They have two adult children.

### **Bill Campbell**

Supervisor Bill Campbell and his wife Mary have been residents of Villa Park for over 25 years. They have three sons, Patrick, Chris and Brian. The Campbell family has always been very active in their community, including Indian Guides, Boy Scouts, Youth Soccer, and St. Norbert's Parish in Orange.

As a member of the OCTA Board of Directors, Director Campbell serves as Chair of the Finance and Administration Committee and Vice Chair of the Transportation 2020 Committee. Director Campbell also is a member of the following committees: Executive Committee, State Route 91 Advisory, Riverside Orange Corridor Authority (ROCA), and the Security Working Group.

Director Campbell founded BIMA Corporation, a franchisee of Taco Bell. He was a founding member of the Franchise Management Advisory Council with Taco Bell, which helped foster a spirit of working together between franchisees and the Taco Bell Corporation. The Campbell family sold BIMA in 2000. Prior to forming BIMA, Assemblyman Campbell worked for Clabir Corporation, Rockwell International, NATEC and TRW systems.

A native Southern Californian, Director Campbell was born in Los Angeles and raised in Pico Rivera. He received his Bachelor of Science in electrical engineering at Loyola Marymount University and his Master of Business Administration at the Harvard Business School. He is a member of the Orange Chapter of Legatus and a former member of the Young Presidents' Organization where he served on the International Board of Directors for four years. Director Campbell is also a member of both the Harvard Business School and the Loyola Marymount Alumni Associations and served on the Loyola Alumni Board.

Director Campbell served in the California State Assembly from 1996 to 2002 representing the Seventy-First Assembly District, which included Orange, Villa Park, Tustin, Anaheim, Santa Ana, Mission Viejo, Lake Forest, Irvine, Rancho Santa Margarita and much of Southern Orange County. As a member of the Assembly, he was the Minority Leader, Vice Chairman of the Appropriations Committee and was a member of the Education, Banking and Finance, and Utilities and Commerce Committees.

Assemblyman Campbell had 32 bills signed into law, including the Children's Internet Protection Act, a \$400,000 grant for the Trabuco Canyon Bike Trail in Southern Orange County and a Manufacturers Investment Tax Credit. In 1999, he was instrumental in passing legislation to fund the statewide eradication and control of the Red Imported Fire Ant infestation occurring in California.

Director Campbell is a member of the Children's Services Coordination Committee, In-Home Supportive Services Public Authority, Library Advisory Board, MCAS El Toro Local Redevelopment Authority, Orange County Council of Governments, Orange County Housing Authority Board, South Orange County Public Financing Authority, Southern California Water Committee, Vice Chairman of the Transportation Corridor-Eastern/Foothill, and a member of the Transportation Corridor-San Joaquin Hills. He is also an alternate member of the Film Commission and the Orange County Fire Authority.

Director Campbell was elected in 2003 and reelected in 2004 and represents the Third Supervisorial District, which includes the cities of Irvine, Tustin, Orange, Villa Park, Yorba Linda, Brea, the unincorporated communities of North Tustin and Orange Park Acres and much of the canyon areas of southeastern Orange County.

### **Carolyn V. Cavecche**

Having grown up in Orange County, Director Cavecche and her husband Rick chose Orange as the community to purchase their first home and start a family. Now long-term residents with three children, they couldn't think of a better place to call home.

A graduate of California State University, Long Beach with a Bachelor of Science degree in Microbiology, Director Cavecche served seven years on the Orange Public Library Board of Trustees before being elected to the Orange City Council in June of 2001.

Re-elected in November of 2002, she served as Mayor pro tem from 2003 to 2006, when she was directly elected Mayor of the City of Orange. She was re-elected Mayor in 2008.

Director Cavecche has represented the Third District on the Orange County Transportation Authority Board of Directors since March 2004. She was unanimously selected to serve as Chairman of the Board of Directors for 2007 after serving as Vice-Chair in 2006. Director Cavecche is a member of the Highways, State Route 91 Advisory, Transportation 2020 and Executive committees. She also serves as Chair of the Legislative and Communications Committee.

Director Cavecche has developed a strong interest in infrastructure and public works needs. She has served on the executive committee of the Orange County Sanitation District Board of Directors as chair of Operations, Maintenance and Technical Services. She was also a Sanitation District representative to a joint committee with the Orange County Water District overseeing the Ground Water Replenishment System, one of the largest water re-use systems under construction.

Director Cavecche has been honored by the Orange County Building Industry Association as the 2006 Elected Official Ruby Slipper Award Recipient, and received the Orange Chamber of Commerce's 2007 Commerce Award for exceptional economic development results. She was named the 2007 Woman of the Year by the Orange County Women in Transportation Seminar, and the 2007 Elected Official of the Year for the State of California by the California Transportation Foundation. In 2008, Carolyn was named one of 20 Women to Watch in Orange County by OC Metro Business Magazine. Mobility 21, the leading Southern California transportation coalition, named Mayor Cavecche the 2009 Transportation Leader of the Year.

Director Cavecche and her family are active in the community, youth sports and at their church.

### **William J. Dalton**

Director William "Bill" Dalton was selected to represent the 1<sup>st</sup> Supervisorial District cities on the Orange County Transportation Authority Board of Directors in November 2008.

In November 2004, he served an initial term as mayor, followed by a second term in 2006. He was re-elected Mayor of Garden Grove in November 2008. Director Dalton was elected to the City Council for a four-year term in November 1998, and again in 2002. Currently, Director Dalton serves as President of the Garden Grove Sanitary District and is the Chairman of the Operations Committee for the Orange County Sanitation District. Prior to serving on the Garden Grove City Council, Director Dalton was a lieutenant for the Garden Grove Police Department.

Director Dalton has lived in Garden Grove since 1967 and has made it his goal to promote a safe and secure environment by identifying problems and providing solutions, while equally representing all people in the community. He and his wife Sandra have five children; Pamela, William Jr., Paula, Bob and Brian. Director Dalton received his bachelor's degree in Administration of Justice from California State University, Fullerton.

### **Richard T. Dixon**

Director Richard Dixon joined the Orange County Transportation Authority Board of Directors in January 2005. Richard Dixon was elected to the inaugural Lake Forest City Council in March 1991. During his tenure as Council Member, he has served as the Mayor Pro Tem in 1994, 1998, 1999, 2001, and 2005 and as the Mayor during the years of 1995, 1996, 2000, 2002, 2003 and 2007.

As a member of the OCTA Board of Directors, Director Dixon serves as a member of the following committees: Highways, Transit, Riverside Orange Corridor Authority (ROCA), Transportation 2020, Metrolink and the Security Working Group.

Mayor Pro Tem Dixon serves the citizens of Lake Forest in many other capacities. He is past Chairman and current Board Member of the El Toro Reuse Planning Authority, Representative to the Orange County Fire Authority and alternate representative to the Foothill/Eastern Transportation Corridor Agency. Council Member Dixon is past President and current Board Member of the Southern California Association of Governments (SCAG) and former President of the Orange County Division of the League of California Cities where he currently serves as State League Director, Orange County Division Representative to the Regional Board of LOCAL (Leave our Community Assets Local), Fifth District Waste Management Commission Representative, Grass Roots Advisory Board Member and a Member of the Revenue and Taxation Policy Committee. He is a past Chairman and current Board Member of the Orange County Council of Governments.

Since 1975, Council Member Dixon has been in the insurance business and started his own health insurance business in 1987. He is a recipient of the Small Business of the Year Award. He is a Member of the Lake Forest Chamber of Commerce and the South Orange County Chambers of Commerce. He is also a board Member of both the Crisis Assistance Program and Partners in Caring.

## **Paul G. Glaab**

Director Paul Glaab joined the Orange County Transportation Authority Board of Directors in December 2006.

Director Glaab has served on the Laguna Niguel City Council since 2004 and as Mayor in 2008. As a member of the OCTA Board of Directors, Glaab represents the Fifth District in south Orange County. He is a member of the Legislative and Communications Committee and serves as Chair of the Highways Committee.

Director Glaab serves on several regional government organizations. He is a Board Member on the Orange County Council of Governments representing District 12. On the Southern California Association of Governments, he serves on the Regional Council, as a representative to the Metrolink Board of Directors, on the Transportation & Communications Committee and as Vice Chairman of the Aviation Committee.

Prior to his election to Laguna Niguel City Council, Director Glaab was a member of the Laguna Niguel Traffic Commission, serving as its Chairman in 2004. Director Glaab is involved in many community organizations, including the Laguna Niguel Rotary Club and the Laguna Niguel Chamber of Commerce where he currently serves as Chairman of the chamber's Ambassadors. Director Glaab also serves on the Legislative Committee of the South County Community College District.

In June 2005, Director Glaab was appointed a Commissioner to the State Mandates Commission by Governor Arnold Schwarzenegger where he continues to serve. In addition, Director Glaab was elected to the Central Committee for the Orange County Republican Party in 2004, and was re-elected in 2006.

Director Glaab served as the Senior Consultant for Business, Transportation and Housing to the Republican Leader in the California State Assembly, before moving on to serve in both Governor Deukmejian and Governor Wilson administrations. Under the Wilson administration, Director Glaab worked as the Assistant Director of External and Intergovernmental Affairs for the California Department of Transportation (Caltrans) where he was responsible for working with cities and counties throughout the State.

Director Glaab was an airline executive for over 15 years with Continental Airlines. During his tenure with the company, he served as Director of Marketing and Sales in the South Pacific. Currently, he is President and CEO of Glaab and Associates, a public affairs and political consulting firm in Orange County he founded in 1999.

Director Glaab attended Long Beach State University. He and his wife, Janice, reside in Laguna Niguel where they are raising their daughter, Molly.

## **Don Hansen**

### **Council Member, Huntington Beach**

Director Don Hansen began serving as the Second District city member for the Orange County Transportation Authority Board of Directors in November 2009. Director Hansen serves as a member of the OCTA Highways Committee, Finance and Administration Committee, and as a member of the Central Orange County Corridor Major Investment Study Committee.

Director Hansen was elected to the Huntington Beach City Council in 2004 and subsequently reelected in 2008. He has been actively involved on issues including the drafting of Huntington Beach's strategic plan, local retail center improvements and the preservation of local youth sports fields.



In his professional life, Director Hansen is the Vice President of the Commercial Finance Division of Balboa Capital Corporation. Balboa Capital Corporation is a privately owned finance company that provides equipment financing to entrepreneurial businesses. Director Hansen attended the University of Southern California and holds a degree in International Relations.

## **Allan Mansoor**

Director Allan Mansoor was selected as a 2<sup>nd</sup> Supervisorial District city representative to the Orange County Transportation Authority Board of Directors in December 2006.

Director Mansoor was elected to the Costa Mesa City Council in 2002 and currently serves as Mayor, also having served from 2005 through 2007. Director Mansoor serves as a City Council liaison to the following committees: Costa Mesa Community Foundation, and Redevelopment & Residential Rehabilitation.

As a member of the OCTA Board of Directors, Director Mansoor serves as a member of the Highways Committee and the Legislative and Communications Committee. He has also spear-headed efforts for the Costa Mesa Freeway (SR-55) Access Study that is looking at ways to improve traffic flow on that freeway as it terminates in Costa Mesa.

In 1993, Director Mansoor was hired by the Orange County Sheriff's Department and was assigned to the Men's Central Jail. Other assignments have included John Wayne Airport, the Sex Offender Notification And Registration (SONAR) and patrol in Dana Point and patrol in North Operations.

Since entering elected office, Director Mansoor's focus has been on getting back to the basics of good city government by focusing on fiscal responsibility, infrastructure repair and public safety.

Director Mansoor worked at Orange Coast College as a Campus Safety Officer while studying there and later obtained an Associates Degree from Coastline Community College. Director Mansoor moved to Costa Mesa in 1976 and has lived there most of his life. He attended junior high school at Christ Lutheran and graduated from Estancia High School.

## **John Moorlach**

Director John Moorlach joined the Orange County Transportation Authority Board of Directors in December 2006.

Director Moorlach was appointed to fill the vacancy of Orange County Treasurer-Tax Collector on March 17, 1995 and served until 2006 when he was elected to the Orange County Board of Supervisors. Director Moorlach has the distinction of having predicted the largest municipal bond portfolio loss and bankruptcy in U.S. history.

Director Moorlach's community involvements include being a member of the Old Courthouse Museum society, Orange County Historical Society, Mesa Pride, the Christian Business Men's Committee's Government Leadership Prayer Breakfast Honorary Board, honorary membership in the Noble Viking Charities of Orange County, a director of the Orange County Coast Association, and Advisory Committee member for the Orange County Freedom Committee. He served as the Honorary Chairman of the 1999 Annual Campaign for the Costa Mesa Senior Center, and has been active in fund-raising efforts on behalf of the Asian-American Senior Citizens Service Center.

As a member of the OCTA Board of Directors, Director Moorlach serves on the Finance and Administration committee and as Chairman of the I-405 Policy Advisory Committee.

Prior to serving as Orange County Treasurer-Tax Collector, Director Moorlach was Vice President of Balsler, Horowitz, & Wakeling, an Accountancy Corporation, and was the administrative partner of its Costa Mesa office.

Director Moorlach graduated from California State University in Long Beach in 1977 and passed the C.P.A. exam in 1978. He completed his studies for the Certified Financial Planner designation in 1987. He also earned a Certificate in Public Finance from the University of Delaware, Division of Continuing Education in 1995, the Certificate of Achievement in Public Plan Policy (CAPPP) in Employee Pensions in 1999 and the Trustees Masters Program in 2003 through the International Foundation of Employee Benefit Plans.

## **Janet Nguyen**

Director Janet Nguyen was elected to the Orange County Board of Supervisors in February 2007. In doing so, she became the first woman ever to represent the First District, the first Asian-American and the first Vietnamese-American to serve on the Board of Supervisors, and the youngest Supervisor ever to be elected in Orange County. In addition, she is only the fifth woman to serve on the Board of Supervisors, and this is the first time in Orange County's history that two women are serving on the Board at the same time.

As a member of the OCTA Board of Directors, Director Nguyen serves as Chair of the Transit Committee and is a member of the Executive Committee and the Quiet Zone Policy Working Group.

In the First District, Director Nguyen represents over 600,000 people, covering the Cities of Garden Grove, Santa Ana, Westminster, and the unincorporated community of Midway City. Orange County ranks as the sixth most populous county, and the county with the seventh-highest annual budget in the country.

Director Nguyen had previously served on the Garden Grove City Council, where she was the first woman to serve on the City Council in nearly 35 years and was the youngest member ever to be so elected. She had also served on the Garden Grove Planning Commission, the Garden Grove Traffic Commission, and as a board member for the Orange County Alcohol and Drug Advisory Board. She was part of the staff for former Chairman Bill Steiner and former Chairwoman Cynthia Coad of the Orange County Board of Supervisors. Director Nguyen had also served as District Director in the California State Assembly and Vice President of Government and Public Affairs for the Long Beach Area Chamber of Commerce.

Director Nguyen continues to dedicate much of her time to different organizations throughout the County. She is currently an Honorary Board Member for the Center For a Brand New Day. She is also a member of Soroptimist International of Garden Grove. She had previously served as a Board Member for the Garden Grove Hospital, an Associate Member of the Garden Grove Strawberry Festival Association, a Board Member of the Grove Theatre Center, and a Board Member for Senior Meals on Wheels.

Director Nguyen has been recognized by the Asian Pacific American Legislative Staff Association for the distinction of being the first Vietnamese-American to hold the position of District Director in a state or federal legislator's office. She was awarded the We Give Thanks 2004 Women of Vision Award, which recognizes outstanding women who have provided exceptional services to the community. In addition, the Orange County Register has listed her as one of the "30 Vietnamese Americans To Watch" and she was named one of OC Metro Magazine 2006's "25 Hottest" People in Orange County.

Born in Saigon, Vietnam, Director Nguyen and her family escaped their homeland on a small wooden 10-meter boat sailing across the South China Sea in search of freedom. After passing through numerous refugee camps, Director Nguyen and her family arrived in California in 1981. She is a graduate of the University of California, Irvine where she received a Bachelor of Arts degree in Political Science. A strong supporter of education, Director Nguyen has taught Princeton Review preparatory courses to students preparing to take the Law Student Admission Test (LSAT).

Director Nguyen resides in Garden Grove with her husband Tom Bonikowski.

## **Curt Pringle**

Director Curt Pringle joined the Orange County Board of Directors in January 2005. Director Pringle was elected to serve as Anaheim's mayor in November 2002. In addition to his local seats, he was recently appointed to serve on Governor Schwarzenegger's Commission on the 21<sup>st</sup> Century Economy and serves on the California High Speed Rail Authority board.

As a member of the OCTA Board of Directors, Director Pringle serves as Chair of the Transportation 2020 Committee, and as a member of the Executive Committee, the State Route 91 Advisory Committee and the Highways Committee.

From the first day of his term as mayor, he has been focused on accomplishment on behalf of the residents of the 10th largest city in the State of California.

In what the Orange County Register hailed as a "freedom-friendly" approach to city government, Mayor Pringle has led the city council in bringing about symbolic and practical changes to city governing that encourages and fosters more individual and entrepreneurial initiative.

In March of 2004, Mayor Pringle and his council colleagues instituted a 100-day Home Improvement Holiday, waiving city permit fees for any resident wishing to make improvements to their home. This unprecedented program successfully convinced Anaheim homeowners to reinvest over \$28 million dollars back into the local economy, improving neighborhood and community pride while simultaneously increasing property values.

In May 2004, Mayor Pringle led the council in approving an update to the City of Anaheim's General Plan that included sweeping changes to the zoning code that will allow for the dramatic revitalization of the Stadium Area, now called the Platinum Triangle, the historic downtown area, and portions of West Anaheim.



One of Mayor Pringle's first actions as mayor was to engage more of Anaheim's diverse population in the business of the city. He formed the Mayor's Task Force for Youth Sports Facilities, to identify and develop opportunities for expanded practice and sports fields in the Anaheim Hills area. That Task Force made recommendations for Parks projects that are now in the design phase of construction. These projects, combined with the new Tiger Woods Learning Center currently under construction at Dad Miller Golf Course, will further Mayor Pringle's goals for more after-school opportunities for youth throughout the City of Anaheim.

In July 2004, Mayor Pringle asked the council to support a resolution declaring the first 2 weeks of July each year as "Freedom Days" in Anaheim, to "preserve, protect, and further the individual freedoms and personal liberties guaranteed to the people under the United States Constitution and the Constitution of the State of the California." The mayor also successfully charged the council to immediately support the repeal or amendment of 35 outdated city laws and to take steps to reduce the penalties in many from criminal misdemeanors to infractions, with the intent to bring about a more freedom-friendly character to the city code structure.

As a key voice for local government finance reform at the state and local level, Mayor Pringle played a pivotal role in state budget negotiations with Governor Schwarzenegger and his Budget Team. Mayor Pringle has also been sought out at the national, regional and local level to speak on policy issues such as affordable housing, transportation, planning and development, and local government finance. Mayor Pringle currently serves as a member of the Board of Directors for the Orange County Transportation Authority (OCTA).

Mayor Pringle brings an immense amount of civic knowledge to Anaheim city government, having served in the California State Assembly from 1988-1990 and again from 1992-98. The independent California Journal rated Director Pringle as the "Best Problem Solver" and as the "Most Influential Leader" of the California State Assembly. In January 1996, in what was hailed by the Associated Press as "a victory for stability over chaos," Director Pringle was elected Speaker of the California State Assembly where he presided until November 1996.

During his tenure in the State Assembly, Pringle served as the Republican Leader, Republican Caucus Chair, Chairman of the Appropriations Committee, Chairman of the Rules Committee and Vice Chairman of the Budget Committee. He also served on the Insurance, Governmental Organization, Banking, Local Government and Joint Legislative Budget Review Committees. Additionally, he served as a budget conferee in 1995, where he authored the 1995-1996 California State Budget.

Director Pringle was a key architect of California's historic, bipartisan welfare reform plan in 1997, and in 1996 he authored successful legislation to provide California businesses with a five-percent tax cut. Director Curt Pringle has served on the Orange County Republican Central Committee and the California Republican Central Committee. In 1996 and 2004, he was a California Delegate to the Republican National Convention.

In 1998, Pringle was the Republican nominee for the office of California State Treasurer in the General Election. He also served as an appointee of the Senate Majority Leader to the National Conference on Retirement Savings and served a four-year term as a member of the Orange County Fair Board. Additionally, Curt Pringle serves on the Board of Directors of Leadership TraQ, a leadership development program headquartered at California State University, Long Beach. In addition to his civic duties, Director Pringle runs Curt Pringle & Associates, LLC, a public relations, governmental affairs and consulting firm headquartered in Anaheim, California. Director Pringle also serves as an adjunct faculty member at the University of California, Irvine, in the Political Science Department, where he teaches California Government. He is a graduate of California State University, Long Beach with a bachelor's degree in Business Administration and a Master's in Public Administration. A 36-year resident of the Anaheim/Garden Grove area, Pringle and his wife, Alexis, have two children, a son, Kyle and daughter, Katie.

## **Miguel Pulido**

The City Selection Committee of the League of California Cities, Orange County Division, elected Mayor Miguel A. Pulido in January 1997 as a city council representative to the OCTA Board of Directors.

As a member of the OCTA Board of Directors, Director Pulido serves on the Transit Committee.

A native of Mexico City, Director Pulido was first elected to public office in 1986 after achieving a personal victory in saving the family business from city redevelopment plans. He has been a leader on the Council for the past 23 years and serves on a variety of national, state and regional boards.

During his extensive career, Director Pulido has taken a leadership role in promoting public safety, advocating arts and culture, and developing economic development opportunities for the city. In 2001 he brought the first Mexico Trade Center in the United States to Santa Ana and continues to assist small businesses. He is also active in clean

air initiatives and in promoting alternative energy and serves as the Orange County City's representative to the AQMD. He also was recently appointed to chair the Energy Committee of the U.S. Conference of Mayors

#### **Community Service**

Mayor, City of Santa Ana (1994-Present)  
Mayor Pro Tem, City of Santa Ana (1990-1994)  
Councilmember, City of Santa Ana (1986-1990)  
Southern California Air Quality Management District Board of Governors  
Discovery Science Center Board of Directors  
Pacific Symphony Board of Directors  
UCI Foundation  
Bowers Museum President's Advisory Council  
State Teachers Retirement System Board of Directors (past)  
Fullerton Community Bank Board of Directors  
Great Park Corporation Board of Directors

### **Gregory T. Winterbottom** **Public Member**

Director Gregory T. Winterbottom serves as a Public Member on the Orange County Transportation Authority Board of Directors, where he has been a member since 1997. Director Winterbottom brings to the OCTA Board a career of more than 25 years of involvement in transportation issues.

As a member of the OCTA Board of Directors, Director Winterbottom served as Chairman of the Board in 2004 and currently serves as Vice Chairman of the Transit Committee and as a member of the Security Working Group Committee.

Director Winterbottom previously served as the executive director to the Orange County Consolidated Transportation Services Agency (CTSA), an agency that provided paratransit service to persons with disabilities and one of the agencies consolidated into OCTA in 1991.

He now works as an independent consultant on accessibility issues for persons with disabilities. As a wheelchair user, Director Winterbottom brings a unique and important viewpoint regarding transportation to the OCTA board. His sensitivity to issues regarding persons with disabilities along with his extensive experience in the worlds of transportation and government have benefited OCTA policy-making since he joined the board.

#### **Community Service**

Selective Service Board #160 (1991-Current)  
Adult Day Health Care/Long Term Health Care Planning Council (1988-2001)  
Dayle McIntosh Center for the Disabled (Founding Chairman of the Board)  
Consolidated Transportation Services Agency Board of Directors (1985-1988)  
Consolidated Transportation Services Agency (Executive Director 1988-1992)  
Senior Consultant, Senate Select Committee on Southern California Transportation Problems

### **Cindy Quon** **Caltrans Director District 12**

Cindy Quon was appointed to the position of District Director of the California Department of Transportation in District 12 in August 2001. District 12 encompasses the County of Orange.

Quon comes from the Orange County Transportation Authority (OCTA) where she was the Department Manager of Project Development. In this capacity she planned, managed and directed a full range of transit and transportation capital improvement programs.

Prior to OCTA, Quon was the Division Chief for Program and Project Management for Caltrans in District 7, where she supervised a staff of 110 employees responsible for the timely delivery of capital transportation improvements in Los Angeles and Ventura counties.

Prior to her position as Division Chief in District 7, Quon was in charge of the newly created Project Development: Contracts and Oversight Branch, which is responsible for all aspects of District 7's partnership role in specially funded state highway projects, including all projects that are not in the State Transportation Improvement Program (STIP), the seven-year master plan of projects. The goal of the branch was to make sure all special-funded projects conform

to Caltrans' standards and practices for planning, design, right-of-way acquisition and construction. The branch also helps local agencies and developers navigate Caltrans and keep their projects on track. The branch is also responsible for all Architectural and Engineering contracts in the District.

Quon was born in Hong Kong and earned a Bachelor of Science degree in 1978 and a Master's of Science degree in Civil Engineering in 1982, specializing in structure, from California State University, Los Angeles.

She was hired by Caltrans in August 1979, and worked two years in the Junior Civil Engineer rotation program. She later worked with Headquarters Division of Structures, was promoted to Assistant Civil Engineer with the Hydraulics Department, and then Associate Civil Engineer with Project Development Branch B, which was responsible for designing transportation improvements in Orange County.

Quon was promoted to Senior Civil Engineer in Project Development Branch C, and then to Branch Chief for Project Development: Contracts and Oversight.

In December 1992, her branch employed a streamlined contracting out process to deliver 10 High Occupancy Vehicle Lane Design contracts in just 10 weeks, when the process would normally take 6 to 10 months.

Quon lives in Arcadia with her husband, Frank Quon, Division Chief of Operations, and their son and daughter.

## FREEWAYS

It's hard to imagine a time when Orange County did not have freeways. They're so vital to life as we know it today. OCTA is continually evaluating our current freeways and considering how best to keep traffic moving, how to make it flow even more smoothly with improvements, and how to anticipate and plan for our county's future residents with new freeways and extensions.

### SANTA ANA FREEWAY (I-5)

The Santa Ana Freeway (I-5) stretches the length of Orange County from the Los Angeles-Orange County line south to the Orange-San Diego County line. The I-5 has been Orange County's "Main Street" for more than 40 years. In that time, the county's rapid growth has directly impacted the I-5 and its ability to handle the increasing number of vehicles. Measure M has funded \$1.5 billion worth of improvements to the I-5 so that Orange County's communities and economy can continue to prosper.

#### Widening the I-5 through Buena Park

The I-5 Gateway Project is the final link in the ambitious Measure M1 program, completing 20 years of freeway improvements to reduce congestion and keep traffic moving. This project is improving two miles of the I-5 through Buena Park, widening the freeway from three lanes to five in each direction and adding extended merging lanes where possible. The project was 75 percent complete by June 2009.

As part of the I-5 Gateway Project, overpasses at Stanton Avenue, Beach Boulevard and Western Avenue have been rebuilt. The west half of the Beach Boulevard bridge was completed in January 2009. Traffic was shifted to the new west half of the bridge in late January and then the east half was demolished and rebuilt. In September 2009, the entire bridge reopened with three lanes in each direction.

The Artesia Boulevard underpass is being rebuilt and northbound on-ramps and off-ramps will be realigned. In June 2009, the Artesia Boulevard southbound bridge was completed. The Fullerton Creek bridge widening was completed, allowing the I-5 mainline lanes to be reconstructed at the south end of the project.

Additionally, the railroad tracks will be realigned from Stanton Avenue to Artesia Boulevard. Aesthetically pleasing retaining walls along the project are approximately 90 percent complete. The I-5 Gateway Project is scheduled for completion in fall 2010.

#### A Welcoming Addition to Orange County

Heading south on I-5, you'll see this aluminum and stone sign welcoming travelers to the finest county in the country. It's part of the \$325 million I-5 Gateway Project, and also part of a pilot project in which 48 agencies across the state are participating to define and signify the character of distinct locations in California.

#### Improving the I-5 between the SR-55 and the SR-57

Caltrans is preparing the engineering studies and concepts to relieve congestion along the I-5 between the Costa Mesa (SR-55) and the Orange (SR-57) freeways. Current traffic volume on this section is 389,000 Average Daily Traffic (ADT) and is projected to reach 464,000 ADT by 2030. The proposed improvements would increase freeway capacity and decrease congestion on this key section of the I-5.

#### Decreasing congestion and improving traffic flow south of the El Toro Y

OCTA prepared an environmental document for improvements along the San Diego Freeway (Interstate 5) between Avenida Pico and Pacific Coast Highway. An engineering feasibility report is in preparation to improve traffic flow on the I-5 between the San Joaquin Hills Toll Road (SR- 73) and the San Diego Freeway (I-405).

#### Upgrading local interchanges on the I-5

OCTA prepared a project study report to evaluate options for improving the Avenida Pico interchange on the San Diego Freeway (I-5). This project will modernize the interchange and improve freeway access in the area. Caltrans is preparing final design for reconstruction of the I-5/Ortega Highway (SR-74) interchange. When completed, this project will help relieve congestion and improve freeway access in the area.

## **RIVERSIDE FREEWAY (SR-91)**

The Riverside Freeway (SR-91) is a major commuting route connecting Orange County with Riverside and Los Angeles counties. SR-91 is also one of the most congested freeways in Southern California. To improve traffic flow along the congested SR-91 between the Santa Ana Freeway (I-5) in Buena Park and the Corona Freeway (SR-71) in Corona, OCTA, Caltrans and the Riverside County Transportation Commission (RCTC) are working together to add new lanes to SR-91.

### **Improving traffic flow on the SR-91 from the SR-241 to the Riverside County line**

Construction began on the SR-91 Eastbound Lane Addition Project. As a shovel-ready project, this improvement to the SR-91 received federal stimulus dollars under the American Recovery and Reinvestment Act of 2009. When completed, the new eastbound auxiliary lane will improve the general flow of traffic through the project area. The project is expected to open by the end of 2010 and is just one of the freeway improvement projects that OCTA is delivering ahead of the 2011 completion schedule.

In addition, Caltrans is preparing the final design for a project that adds one lane in each direction along the SR-91 from the SR-55 to the Eastern Toll Road (SR-241). The existing traffic volume is approximately 314,000 ADT and is projected to reach 426,000 ADT by 2030. The planned improvements will help reduce congestion and increase freeway capacity.

### **Adding lanes and improving ramps on the SR-91 from the I-5 to the SR-57**

OCTA is preparing an environmental document for a new westbound lane on the Riverside Freeway (SR-91) between the I-5 and the SR-57. The existing traffic volume on this section is 256,000 ADT and is projected to climb to 289,000 ADT by 2030. This project will add up to two lanes, including a potential auxiliary lane, and improve on-ramps and off-ramps along this key stretch of freeway.

### **Improving the SR-55/SR-91 interchange**

Caltrans is preparing an environmental document to assess options to improve traffic flow through the SR-55/SR-91 interchange.

## **SAN DIEGO FREEWAY (I-405)**

The San Diego Freeway (I-405) is one of the most congested freeways in Orange County, carrying more than 300,000 vehicle trips in some sections each day. Traffic volumes on the I-405 are expected to increase 20 percent by 2030.

### **Improving the I-405 between the I-605 and SR-55**

Caltrans, in cooperation with OCTA, is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this project. The project will add one or two new lanes in each direction on the I-405 between the I-605 and the SR-55. The proposed improvements will create better travel conditions for work, recreation, school and commerce by increasing freeway capacity and improving interchanges along the corridor serving the communities of Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach and Westminster.

## **GARDEN GROVE FREEWAY (SR-22)**

The Garden Grove Freeway (SR-22) is a vital east-west route through the heart of Orange County. Currently, the SR-22 carries more than 200,000 cars daily. This 12-mile freeway intersects most of the major north/south corridors in Orange County, making it a vital link for residents, businesses, employees and visitors.

### **Direct carpool connectors for the I-405, I-605 and SR-22 in West County**

The West County Connectors project will improve traffic flow by directly connecting carpool lanes on the San Diego

Freeway (I-405), San Gabriel River Freeway (I-605) and Garden Grove Freeway (SR-22). The project will eliminate the need for motorists in the carpool lane to cross several lanes of high-speed traffic when transitioning between freeways, which will decrease congestion and improve safety in the West County area. OCTA is slated to receive \$49.6 million in federal stimulus funds for the West County Connectors project under the American Recovery and Reinvestment Act.

## **ORANGE FREEWAY (SR-57)**

The Orange Freeway (SR-57) extends from the Garden Grove Freeway (SR-22) in central Orange County north to Brea and into Los Angeles County. The SR-57 is a major route for people commuting into Orange County and for goods flowing through the county.

### **Improving the SR-57 between Katella and Lincoln**

OCTA is preparing an environmental analysis to add a new northbound lane on the Orange Freeway (SR-57) between Katella Street and Lincoln Avenue. The existing traffic volume in this segment is expected to increase from 128,000 ADT in 2008 to 160,000 ADT in 2035—a 25 percent increase in daily traffic volume. This project will reduce congestion and facilitate the regional flow of goods and services via SR-57, and will enhance safety and reduce delays. Construction is scheduled to begin in summer 2011.

### **Reducing congestion on the SR-57 between Orangethorpe and Lambert**

Final design is underway for a new northbound lane on the SR-57 from Orangethorpe Avenue to Lambert Avenue. The existing traffic volume on this segment is expected to increase from 101,000 ADT in 2004 to 157,000 ADT in year 2030—a 55 percent increase in daily traffic volume. This project also will reduce congestion and facilitate the regional flow of goods and services via SR-57 and enhance safety and reduce delays. This segment was the first project to be approved upon completion of the environmental phase in December 2007. Construction is scheduled to begin in July 2010.



## 91 EXPRESS LANES

In 2009, drivers took more than 12 million trips on the 91 Express Lanes, with 2.8 million of those HOV3+ trips. And OCTA is committed to improving corridor traffic even more. It's our continued goal to save drivers more time, help them avoid more traffic, help them travel more safely and ultimately, help them enjoy an improved quality of life.

### 91 EXPRESS LANES HIGHLIGHTS

#### Millions of Trips

The 91 Express Lanes were heavily utilized, as drivers took more than 12 million trips on the 91 Express Lanes, with 2.8 million of those trips, or 23%, being HOV3+ trips.

#### Toll Management for Free-Flowing Traffic

OCTA continually works to keep traffic flowing smoothly. Congestion Management Pricing helps us achieve this. Higher fares during peak hours helps keep the lanes from becoming over-utilized and crowded. Lower fares during off-peak hours when the SR-91 is flowing more freely encourages Express Lanes use. Traffic volumes are monitored daily, and time slots are evaluated and adjusted quarterly. Congestion Management Pricing was responsible for toll decreases in October '08, January '09 and April '09, which helped customers continue to use the 91 Express Lanes during tough economic times.

OCTA's HOV3+ Policy helped customers save by carpooling and enjoying free or half-price tolls. The HOV3+ Policy also helps clean the air, since fewer vehicles mean fewer emissions.

#### Corridor Improvement

OCTA continued to work to improve the traffic congestion along the Riverside Freeway (SR-91) corridor through a variety of projects. Excess revenues from the 91 Express Lanes were contributed to partially fund these projects. The SR-91 Eastbound Lane Addition Project, which will add a new eastbound general-purpose lane between SR-241 and SR-71 as well as widen all lanes, shoulders and five bridges, completed the design phase in March 2009, with construction completion estimated in September 2011. This project is being partially funded by the American Recovery and Reinvestment Act, and partially by revenues generated from the 91 Express Lanes. The 91 Express Lanes contributed \$6.6 million to this project.

#### Driver Safety: Customer Assistance Patrol

Customer Assistance Patrol assists motorists should an emergency arise. A team of five Customer Assistance Specialists patrols the toll lanes on weekdays from 5 a.m. to 9 p.m. and for limited hours on weekends. They drive specially marked trucks and service vehicles, and provide service free of charge. In fiscal year 2009, Customer Assistance Patrol assisted 2052 stranded motorists.

#### Driver Safety: Around-the-Clock Traffic Monitoring

Specialists in the Traffic Operations Center monitor the entire 10 miles of the 91 Express Lanes around the clock. Using the latest surveillance cameras, the specialists can identify incidents and resolve them quickly to keep the toll lanes flowing smoothly.

#### Customer Satisfaction, Sound Management and Financial Stability

Eighty-seven percent of 2009 respondents said they were satisfied with the 91 Express Lanes, with those who were most satisfied citing time savings as the reason why.

OCTA received the International Bridge, Tunnel and Turnpike Association's 2008 Toll Excellence Award for tollway administration. OCTA was commended for its Congestion Management Pricing model.

Despite the economic downturn and the impact of customer trips, the 91 Express Lanes continued to be financially sound and received strong marks from the ratings agencies such as Moody's Investors Service, Fitch Ratings and Standard & Poor's.

## BUS TRANSIT

Southern California is known for its year-round sunshine and for its love affair with the automobile. But not everyone gets behind the wheel of a car each day. Many of Orange County's more than 3 million residents board an OCTA bus for an economical, safe and efficient ride to work, school or wherever they need to go. Even in tough economic times, OCTA was there, providing countywide bus service to help people get around Orange County.

### BUS TRANSIT HIGHLIGHTS

#### Ridership through the Year

Bus ridership reached its highest point in OCTA history with 6,361,193 boardings in October 2008. On January 4, 2009 a fare increase went into effect, reducing ridership during the first quarter of the year. When the loss of state transit assistance funds and declining sales tax revenues caused significant service reductions, OCTA worked hard to preserve as much bus service as possible for customers who rely on the bus for their main transportation. By the end of the fiscal year, OCTA recorded more than 64 million boardings, down slightly from the previous year. Despite the decline in ridership during the past year, bus service clearly remains a viable option for many Orange County commuters.

In fact, according to an analysis from the American Public Transportation Association, commuters in Orange County can save an average of nearly \$650 a month by riding the bus, which adds up to more than \$7,500 a year.

#### Youth Ridership Program

Now in its fifth year, OCTA's youthNmotion Program continued its partnership effort with local schools and youth organizations to encourage youth bus ridership. OCTA representatives conducted interactive youthNmotion presentations at schools and youth clubs, demonstrating how easy it is to ride the bus. During the past year, OCTA's youth outreach staff took part in 27 youth presentations and events. An estimated 7,357 youths between the ages of 11 and 16 participated in the youthNmotion Program and saw first-hand how safe and easy riding the bus can be.

#### Senior Ridership Program

OCTA's outreach program for senior citizens, "Be There," continued for a fourth year. Using an easy-to-follow brochure, hands-on presentation and a fun trial bus ride at senior centers, OCTA outreach staff demonstrated how easy and economical it is for seniors to get wherever they want to go by bus. During fiscal year 2009, OCTA staff conducted 25 senior presentations. Through these outreach activities, a total of 1,980 seniors were introduced to OCTA's safe, convenient and economical bus service.

#### Bus Passes and Groceries

To make purchasing bus passes more convenient for customers, OCTA negotiated an agreement with Ralphs Grocery Stores in May 2008 to sell bus passes. During the fiscal year, pass sales from 50 Orange County Ralphs markets accounted for 26 percent of total pre-paid pass sales. In addition to Ralphs, passes were sold at all 17 Northgate Markets, which serve our Hispanic market. Sales at Northgate Markets averaged 13 percent of total sales for the last three years. By offering bus passes where people buy groceries, OCTA made bus riding more convenient.

#### Summer Youth Bus Pass

OCTA's Summer Youth Bus Pass Program entered its eighth successful year. Designed to promote trial ridership, the program encourages youth ages 7 to 18 to use the bus during the summer months. The special discounted three-

month pass is valid June 1 – August 31. As an additional incentive for young pass holders, each Summer Youth Bus Pass also serves as a discount card good at many popular destinations in Orange County. Pass sales for 2009 recorded the second highest sales totals, with 3,320 passes sold.

## **Employer Pass**

OCTA created its Employer Pass Program (EPass) to foster relationships with the employer community and to encourage greater use of public transportation by Orange County's employee population. The program focuses on a discounted annual bus pass exclusively for employers to make available to their employees. OCTA administers the program, and employers are charged a maximum monthly cost of \$55 per employee, no matter how many rides are taken. This program also helps employers achieve their goals in reducing single-occupancy vehicle commute trips in support of regional air quality improvement goals.

Fiscal year 2009 was the fifth year of the EPass Program. The program had a decline in participation from 20 to 13 employers as a result of the rising unemployment rate during the period. Despite this decline, revenue from the EPass Program amounted to \$618,124, an increase of 14.5 percent over the prior year. EPass boardings totaled 834,174, up 5.7 percent from the prior fiscal year.

## **University Pass**

The University Pass (UPass) was created in September 2003 and allows universities to provide growing student enrollments with convenient transportation, and to ease on-campus parking constraints. With the UPass, students, faculty and staff use their validated campus IDs as bus passes for unlimited access to OCTA local fixed-route buses. The university is charged a flat rate per boarding up to a maximum of \$37 per month for students and \$55 per month for faculty and staff. California State University, Fullerton, Chapman College and the University of California, Irvine all have UPass programs in effect.

Now in its sixth year, the program had 54,407 UPasses in use during fiscal year 2009. UPass revenues totaled \$682,141, which represents a 62 percent increase over the previous year.

## **College Pass**

Following the success of the UPass Program, OCTA created the College Pass (CPass) Program in January 2005 exclusively for community college students. The program offers two special discounted passes: the Quarter Pass, valid for 75 days, and the Semester Pass, valid for 120 days. With education costs rising and a shortage of parking facilities at many campuses, the CPass makes economical and dependable transportation available to students. During fiscal year 2009, nine colleges participated in the CPass program. Sales totaled 1,180 Quarter Passes (an increase of 28.4 percent over the prior year) and 1,660 Semester Passes (an increase of 35.5 percent over the prior year).

## **Responding to a Fiscal Emergency**

Due to the loss of State Transit Assistance funding and declining sales tax revenues, the OCTA Board of Directors declared a fiscal emergency in June 2009, resulting in significant bus service reductions. Cost-cutting measures were instituted to preserve funds for bus operations. Throughout the extensive planning and implementation of the reductions, OCTA staff worked diligently to minimize the impact on our customers, conducting public meetings and providing information detailing the service reductions.

## **Public Transit Forum**

More than 400 transit officials and people concerned about the future of public transportation met February 5 at the Southern California Transit Forum. The forum was co-sponsored by OCTA and provided an opportunity for open dialogue about how transit agencies are dealing with decreased funding levels and what steps can be taken to reverse this devastating trend.

Ideas discussed at the forum to improve the current financial crisis included allowing local transit agencies more flexibility with state and federal funding, allowing increased use of federal stimulus dollars for operations rather than capital investment, developing a federal lending and financing program, increasing the gas tax, supporting a ballot initiative to protect transit funding, and fighting the state's attempt to divert dollars away from public transit programs.

## Public Involvement

When the Board of Directors approved cutting bus service hours, OCTA took a proactive approach to involve the public in the process. A public involvement program was launched to provide information on the service reduction and to gather public feedback on the approaching September 2009 Bus Service Change Program.

OCTA began an extensive outreach program with multiple community stakeholder meetings and customer meetings. A comment card available on buses and at meetings, and an online survey were used to gauge public feedback. The more than 1,000 responses received helped OCTA shape the service cuts to preserve as much bus service as possible based on passenger priorities.

## e-Communications

Operating within a severely reduced budget, OCTA reduced the quantity of printed Bus Books and promoted its eBusbook, the online version of the printed Bus Book. OCTA launched Connections, an e-mail newsletter, allowing customers to choose transportation topics and receive e-mails tailored to their needs, and Text4Next, a text messaging service that provides customers with immediate access to bus arrival times via cell phone. With the rise of social media, OCTA opened Twitter and Facebook accounts to communicate with customers on a frequent one-to-one basis.

## Federal Stimulus Dollars

Overall, OCTA received \$212 million in federal stimulus funds for highway, transit and city-specific improvements. Of that sum, \$77 million was earmarked for bus operations to help offset OCTA's budget shortfall.

## ACCESS Paratransit

In addition to its countywide bus service, OCTA provided ACCESS shared-ride paratransit service for people unable to use regular, fixed-route bus service because of functional limitations caused by a disability. During the past fiscal year, ACCESS had 26,016 customers certified by the Americans with Disabilities Act. For those customers, ACCESS provided 1.3 million trips.

## ACCESS Same-Day Taxi Service

To create additional travel flexibility for ACCESS customers, OCTA instituted Same-Day Taxi Service. With Same-Day Taxi Service, a certified ACCESS customer can call and schedule a ride by taxi that same day instead of scheduling the ride from one to three days in the future as required for ACCESS trips. Same-Day Taxi provides a cost effective alternative for short-distanced trips. Under this program, the rider pays the same fare established for ACCESS service, \$2.70, with OCTA providing a subsidy of \$7.30.

From July 1, 2008 through December 31, 2009, 23,146 trips were booked on the Same-Day Taxi program. The subsidy paid by OCTA for these trips represented a cost savings of approximately \$625,000 over the 18-month period, compared to the same trips if they were taken on traditional ACCESS service.

Demand for Same-Day Taxi service increased nearly 22 percent during the six-month period from July to December 2009. The total number of trips for fiscal year 2008-09 was 14,140. Demand projections for fiscal year 2009-10 indicate total trips increasing to approximately 17,000.

## ACCESS On-Time Performance

Over the 18-month period of July 1, 2008 through December 31, 2009, ACCESS on-time performance averaged an impressive 95 percent. In addition, an all-time record of 96.53 percent for on-time performance was achieved in April 2009.

## Cooperative Agreements

To manage costs and help reduce the demand for ACCESS service, OCTA established cooperative agreements with independent agencies to transport senior citizens and people with disabilities. Under one such agreement with the Regional Center of Orange County, OCTA provided transportation services to Regional Center clients, generating more than \$3.2 million in revenue during the period from July 2008 through December 2009.

Under the Special Agency Transportation Program, OCTA, the County Office on Aging and nine cities combined efforts to provide nearly 51,000 trips to senior nutrition programs. Trip costs were shared among the participating agencies, with OCTA contributing approximately 20 percent of the total program cost.

As part of OCTA's Senior Mobility Program, 19 cities and four non-profit agencies provided 361,658 trips from July 2008 through December 2009 for seniors to get to nutrition, medical, shopping and other services. OCTA funded 80 percent of the Senior Mobility Program and the participating cities/agencies contributed the remaining 20 percent.

OCTA also continued several partnership programs with adult day care agencies serving seniors or developmentally disabled individuals. In these partnerships, OCTA provides a per-trip subsidy for ACCESS-eligible clients traveling to/from these programs on an alternative transportation service. From July 2008 through December 2009, 211,338 adult day care trips were provided for a cost to OCTA of \$3,202,010. If these same trips were provided by ACCESS, the cost would have been \$6,503,059. More than \$3.3 million was deferred as a result of OCTA's partnerships with six adult day care agencies.

### **Fare Subsidization**

Senior citizens and people with disabilities had an easier time getting around Orange County thanks to Measure M. As part of Measure M's transit improvements, \$1 million was used to stabilize bus fares for senior citizens and persons with disabilities on both fixed-route and ACCESS service.

### **Transit Safety and Security**

Many companies extol their commitment to producing a quality product or service. Year after year, OCTA has proven that nothing is more important than the safety and security of our customers. In fiscal year 2009, as in prior years and for years to come, OCTA continued to put customers first by providing a top-notch transportation program that focuses on safety, courtesy and reliability.

### **Safe Driving Awards**

Throughout the year, OCTA honored the coach operators who had achieved accident-free driving for 20 or more years. A total of 64 coach operators were recognized for their impressive accomplishment and continued commitment to providing safe, courteous and reliable service to OCTA customers.

### **Transit Security Grants**

As part of a nationwide effort, the U.S. Department of Homeland Security provided \$11.3 million to the five-county Orange County-Los Angeles region for bus and rail security system enhancements. As part of this program, transit agencies can receive grants to improve the security of their system and facilities. OCTA received \$1.3 million in federal funding through the Transit Security Grant Program (TSGP). During the past year, TSGP funds have been used to enhance OCTA's emergency management and training program, to train first responders for incidents occurring at transit bases, to train staff in anti-terrorism awareness, and to create a public awareness campaign for OCTA customers.

OCTA also received \$5.1 million in state Proposition 1B funds for transit security upgrades. These funds are being used to install video surveillance equipment and upgrade the access card systems to enhance security at four of OCTA's bus bases. OCTA's Central Communications and bus radio system are in the process of being upgraded thanks to these funds.

### **K-9 Transit Cop on Duty**

Foose, a bomb-sniffing dog with the Orange County Sheriff's Department, became OCTA's first K-9 unit in February. The 2-year-old chocolate Labrador was brought in to work for OCTA thanks to the Department of Homeland Security and a \$25,000 grant. Foose will sniff out suspicious packages on buses, trains and at transit facilities. The transit K-9 unit also will assist with other bomb-squad activity throughout the county. The new K-9 unit will help make the sheriff's department more visible. Foose and his partner, Deputy Tim Pusztai, began working together last December.



## RAIL TRANSIT

Rail transit projects moved forward this year, with many improvements that will make travel by rail even smoother. The Imperial Highway grade separation, which eliminated the 5 to 10 minute wait caused by passing trains made great progress, and we began to feel the impact of M2, as funds were used to make grade crossing improvements and create awareness for rail safety.

### RAIL TRANSIT HIGHLIGHTS

#### Metrolink Ridership

Fiscal year 2009 marked the second consecutive year that Metrolink ridership exceeded 4 million passengers on the three lines serving Orange County. The Rail 2 Rail program, which allows Metrolink monthly pass holders to ride Amtrak Pacific Surfliner trains within the limits of their passes, had a 10.1 percent average weekday ridership increase over the previous year. Average weekend ridership also grew, by 15.6 percent over last fiscal year.

#### Imperial Highway Grade Separation Project

Final stages of this project got underway with the commencement of the Imperial Highway bridge construction in February 2009, and by June 19, two lanes were opened to traffic on the newly constructed bridge. The lane opening eliminated the 5-10 minute wait time caused by passing trains for the 46,000 drivers that use the road every day. The community has also benefited from the project with improved pedestrian accessibility, and reduced noise since trains will no longer routinely sound their horns as they pass through Imperial Highway. Imperial Highway is the first among multiple grade separation projects scheduled for the county in the coming years.

#### Grade Crossing Safety Improvement Program

Due to planned increases in passenger and freight rail traffic on Orange County's three rail lines, a renewed focus was placed on at-grade rail-highway crossing (grade crossing) improvements to improve vehicle and pedestrian safety. Final design for the grade crossing safety enhancements was completed in the Spring of 2009, and construction improvements began in August. These improvements include extending or adding new center medians at select crossings to deter people from driving around lowered gates, adding new gates on each side of the crossing to enhance safety, installing pedestrian gates to deter pedestrians from crossing the tracks when gates are down and installing new signs and warning devices. This program is funded by Proposition 116 funds, in combination with funds from Measure M2.

These enhancements will allow cities to apply to the Federal Railroad Administration for a quiet zone, which is an area along the tracks where trains are not required to routinely sound their horns, thus enhancing the quality of life for the surrounding community.

#### Metrolink Service Expansion Program

Under the Metrolink Service Expansion Program (MSEP), weekday rail service between Fullerton and Laguna Niguel/Mission Viejo stations will increase beginning in 2010. The ultimate MSEP expanded service will be rolled out over the next five years. To prepare for this expansion, track and signal improvements are underway, including building additional passenger platforms and train turnback facilities at the Fullerton and Laguna Niguel/Mission Viejo stations.

#### Improved Parking

Parking improvements related to stations impacted by the MSEP include:

- A new four-level parking structure was completed at the **Irvine Station** in October 2008, bringing the total number of parking spaces to 1,500+ parking spaces. A video surveillance system was also recently installed.
- OCTA, in partnership with the **City of Tustin**, has hired a design team to develop and design a parking structure for the Tustin station. Construction is expected to begin in summer 2010 and take approximately 12 months to complete. When completed, the Tustin station is expected to provide approximately 850 parking spaces and additional passenger amenities such as improved pedestrian access and improved bus access.
- The **City of Fullerton** has also partnered with OCTA to construct a new parking structure for the Transportation Center. The proposed 800-space parking structure will provide significant relief to this station. Construction is expected to begin during summer 2010.
- A site study is in progress to expand parking facilities at the **Laguna Niguel/Mission Viejo Station**.

## Trains

With a renewed focus on safety, Metrolink implemented inward-facing cameras in Metrolink locomotives to increase visibility and safety. Metrolink is also working to have positive train control in place by 2012, three years ahead of the federal requirement.

## Rail Safety Awareness

As part of the Grade Crossing Safety Enhancement Program, OCTA conducted a study that found 80 percent of the general public is unaware of basic rail crossing rules. As a result of this, OCTA developed, and implemented, a Rail Safety Awareness Program. The awareness program targeted both drivers and pedestrians and has been presented to more than 20 civic groups thus far. Response to the program shows that 76% of attendees are supportive of the awareness program.

## Orange Depot Undercrossing

A new pedestrian undercrossing at the Orange Depot opened in August 2009. The undercrossing allows passengers safer access to trains without having to cross the railroad tracks. As many as 2,000 people use the Orange Depot each day, and OCTA worked with the city of Orange to improve safety. Crews constructed the \$8-million underpass on budget and delivered the safety enhancement in just over a year. The city's important historic milestones are depicted on an art installation in the undercrossing, and a community celebration in Old Towne Orange commemorated the opening.

## Video Surveillance

OCTA and the Cities of Fullerton, Santa Ana and Tustin are planning video surveillance systems for each station. The surveillance system would monitor the entire facility at each station, increasing the safety and security of each station.

## Improved Parking

In addition to the pedestrian undercrossing at the **Orange Station**, platforms were lengthened and the bus turn-around area improved. OCTA is currently working with the City of Orange on studies for a parking expansion project. OCTA is working with the **City of Buena Park** to develop a site study plan for expanding parking. A project consultant has been hired.

OCTA is working with the City of Anaheim on rail improvements, with plans for a second platform and a pedestrian undercrossing to increase safety for the **Anaheim Canyon Station**.

## New Stations

A new Metrolink station located in Placentia is in the final design phase. This new station will add to Metrolink's network, and increase destinations and access points for Orange County residents.

## ARTIC

The Anaheim Regional Transportation Intermodal Center (ARTIC) will be a major multi-modal transportation hub for Orange County, and will serve existing and planned Metrolink, Amtrak and OCTA bus services, as well as future high-speed rail.

Environmental clearance and associated design for the development of ARTIC were in full swing in FY 2009. Environmental clearance officially began in April 2009, and public scoping meetings were held to solicit input regarding the environmental document. Environmental clearance is expected to be complete in October 2011.

Design is expected to wrap up in early 2011 with construction beginning shortly thereafter. ARTIC will be open for operations in late 2013.

## **Go Local Program**

The Go Local program was designed to enhance connections between Metrolink stations and surrounding communities. It is a four-step process to plan and implement city-initiated transit extensions to Metrolink rail lines. The transit extensions can be either by bus or shuttle, or as a fixed guideway (rail). All planning work done as part of steps one and two of the Go Local program was funded by M1 in preparation for the implementation of Project S (transit extensions to Metrolink), which will be funded by M2.

- **Fixed Guideway Projects**

During the fiscal year, the OCTA Board approved two Go Local fixed-guideway project concepts, one from the City of Anaheim and one from the combined cities of Garden Grove and Santa Ana. Both were under way with step two efforts to complete detailed planning including alternatives analysis, selection of a locally preferred alternative, and environmental clearance.

- **Bus Shuttle Projects**

OCTA executed cooperative agreements with the lead agencies of Aliso Viejo, Anaheim, Fullerton, Lake Forest, Mission Viejo, San Clemente, and Westminster to define the roles and responsibilities for step two service planning for the Board-approved bus/shuttle concepts.

## STREETS AND ROADS

As Orange County neighborhoods grow, local streets and intersections need to be continually evaluated to ensure they're adequate for existing and future traffic. During the past fiscal year, local cities and County unincorporated areas received many improvements and upgrades to their streets and intersections. Rail-highway grade crossings were evaluated and grade separation projects began to separate a street or highway from railroad traffic by building an overpass or underpass. Traffic signals were synchronized and Smart Street projects were begun to improve roadway traffic capacity and to smooth traffic flow.

### STREETS AND ROADS HIGHLIGHTS

#### Improving 6,500 Miles of Streets

Improving streets and roads is more than just filling potholes. It's also widening streets, fixing problematic intersections and adding traffic signals to increasingly populated areas. Last year, \$77 million of Measure M funds were allocated toward improving local streets with projects such as:

- Anaheim Gene Autry Way Project – OCTA issued the City of Anaheim \$5.2 million toward the right-of-way phase of the Gene Autry Way project.
- Costa Mesa Newport Avenue Project – OCTA issued \$2.9 million to the City of Costa Mesa for intersection improvements at 17th and 19th Streets along Newport Avenue.
- Irvine MacArthur Boulevard/Red Hill Avenue Widening Project – The City of Irvine received \$6.6 million to begin the construction phase of the MacArthur Boulevard at Red Hill Avenue widening project.
- Laguna Niguel Moulton Parkway Smart Street Project – The City of Laguna Niguel was awarded approximately \$1 million for their portion of the Moulton Parkway Smart Street Project.
- Stanton Katella Avenue Smart Street Project – OCTA issued the City of Stanton \$2.8 million toward the construction phase of its Katella Avenue Smart Street project.

#### Grade Separation Improvements

Due to planned increases in passenger and freight rail traffic on Orange County's three rail lines, a renewed focus was placed on rail-highway grade crossings. A grade separation involves separating a street or highway from railroad traffic by building an overpass or underpass. The completed grade separation allows improved traffic flow on the street, eliminating the wait time caused by passing trains.

#### Imperial Highway Grade Separation Project

In February 2009, bridge construction began on Imperial Highway, and on June 19, 2009, two lanes were opened to traffic on the newly constructed bridge. The lane opening eliminates the 5-10 minute wait time caused by passing trains for the 46,000 drivers that use the road every day. The community has also benefited from the project with improved pedestrian accessibility, and reduced noise since trains will no longer routinely sound their horns as they pass through Imperial Highway. Imperial Highway is the first among multiple grade separation projects scheduled for the County in the coming years.

#### Traffic Light Synchronization Program

OCTA is currently working with Caltrans and local cities to develop the master plan for countywide traffic light synchronization. Synchronization allows a series of lights along a street to turn green based on synchronized timers set to current traffic patterns and congestion levels. It's a cost-effective way to increase street and road capacity without major new construction and to reduce overall stops and travel delays.

## Oso Parkway/Pacific Park Drive Signal Synchronization

During summer 2008, OCTA completed a signal synchronization demonstration project along Oso Parkway/Pacific Park Drive. The project ran for eight miles and included 34 traffic signals through five cities and an unincorporated area of the County. The synchronized signals improved travel times along the route between 13 and 27 percent, well above the expected industry standard of 5 to 15 percent reduction in travel time.

## Synchronization Projects

In winter 2008, OCTA chose ten major Orange County roadways for signal synchronization between 2009 and 2011. A combined \$8 million from M1 and the state funded Proposition 1B Traffic Light Synchronization Program will fund this program. The ten corridors designated for signal synchronization are:

- Alicia Parkway – 11 miles through 5 cities
- Beach Boulevard – 20 miles through 7 cities
- Brookhurst Street – 16 miles through 6 cities
- Chapman Avenue – 14 miles through 3 cities
- El Toro Road – 11.3 miles through 6 cities and an unincorporated area of Orange County
- Irvine Center Drive/Moulton Parkway/Golden Lantern – 23 miles through 7 cities
- Katella Avenue – 15 miles through 6 cities
- La Palma Avenue – 18 miles through 3 cities
- Orangethorpe Avenue – 19 miles through 6 cities
- Yorba Linda Boulevard – 12 miles through 4 cities

Beginning in 2011, M2 will fund a master plan for countywide synchronization of more than 2,000 signalized intersections.

## Smart Streets is a Smart Idea

The Smart Street concept seeks to improve roadway traffic capacity and smooth traffic flow, through measures such as traffic signal synchronization, bus turnouts, intersection improvements and additional travel lanes through removing on-street parking and consolidating driveways. OCTA took the lead on this project, which opened to public acclaim in 1996.

## Projects Underway

The Smart Street network is comprised of 21 streets and covers approximately 220 miles of arterial roadway. Beach Boulevard was the first Smart Street project to be implemented. Three additional Smart Streets are in various stages of implementation by partner cities: Imperial Highway, Katella Avenue and Moulton Parkway (also known as Edinger Avenue, Irvine Center Drive and Street of the Golden Lantern).

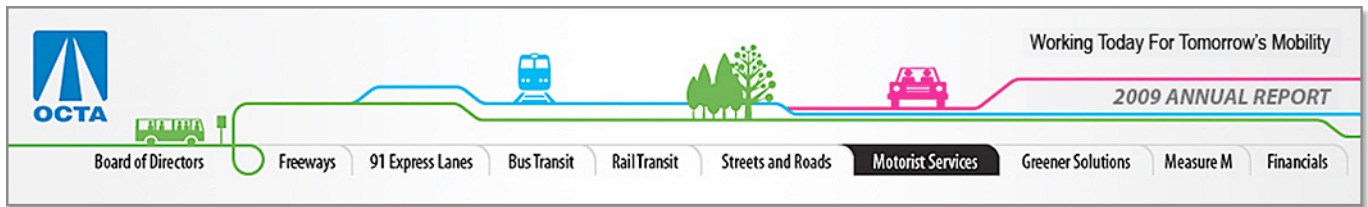
Two segments of the Imperial Highway Smart Street Project were completed during the past fiscal year, which increased the number of through lanes to six—the Santa Ana Canyon Road to Orangethorpe Avenue and the Harbor Boulevard to Rose Drive segments. Another Imperial Highway Smart Street link from the West County line to Harbor Boulevard was under construction by the City of La Habra.

Two segments on the Katella Avenue Smart Street were completed—the Knott Avenue to the Stanton Channel segment increased the through lanes to six, and the 9th Street to Humor Drive segment resulted in eight through lanes. The last two projects, from Humor Drive to Jean Street and from the Stanton Channel to Jean Street, were opened for bids.

The Moulton Parkway Smart Street Project was completed during fiscal year 2009 and increased the through lanes along this major artery to six.







## MOTORIST SERVICES

One goal of OCTA is to get you where you want to go. Part of that means preparing for the unexpected. Our Motorist Services department helps relieve congestion on freeways by assisting stranded motorists, by providing funding to cities to remove unsightly abandoned vehicles, and by making travel information easier to get through our 511 Motorist Aid and Travelers' Information System. Motorist Services also administers the Orange County Taxi Administration Program to effectively oversee the county's taxis.

### MOTORIST SERVICES HIGHLIGHTS

#### Service Authority for Freeway Emergencies

The Service Authority for Freeway Emergencies (SAFE) is responsible for assisting motorists along Orange County freeways. The Freeway Service Patrol (FSP) helped reduce traffic congestion and improved safety by assisting 58,943 stranded motorists this year. The FSP operates 34 tow trucks during peak service hours.

OCTA also administered and maintained approximately 645 solar-powered cellular call boxes. There were 4,361 calls received from these call boxes for assistance.

#### Service Authority for Abandoned Vehicles

The Service Authority for Abandoned Vehicles (SAAV) removed 931 unsightly and potentially dangerous vehicles from local Orange County streets. Since it began, the SAAV program has removed nearly 334,000 abandoned vehicles.

#### 511 Motorist Aid and Travelers' Information System

In June 2009, OCTA joined as a participating agency in the 511 Motorist Aid and Travelers' Information System. The 511 System is an interactive voice response system (in English and Spanish) and web portal that provides information such as traffic conditions, roadwork advisories, bus and rail trip planning, carpool matching and more. The 511 System is set to launch in 2010.

#### Orange County Taxi Administration Program

In fiscal year 2008/2009, the Orange County Taxi Administration Program (OCTAP) permitted 25 taxi companies, 811 taxicabs and 1,219 taxi drivers on behalf of the County and its 34 cities, in order to improve customer service, enhance safety and ensure industry standards.

## GREENER SOLUTIONS

A nice benefit of riding the train, riding the bus and joining in a carpool is that there are fewer cars on the road. Fewer cars means fewer emissions, which is good for all of us. Other ways OCTA is working to reduce emissions is with alternative fuel cars and buses. We all need to do our part to preserve this world we live in, and OCTA is offering solutions for Orange County residents to achieve this goal.

### GREENER SOLUTIONS HIGHLIGHTS

#### Increasing our CNG Fleet

To reduce emissions and provide a quieter ride for customers, OCTA replaced many aging buses in fiscal year 2009 with alternative fuel compressed natural gas (CNG) buses. CNG vehicles now comprise 52 percent of OCTA's bus fleet. In all, 299 new CNG buses were delivered to OCTA.

The cleaner burning fuel is proven to significantly reduce smog-producing gases. With CNG:

- Carbon monoxide is reduced by more than 90 percent
- Nitrogen oxides are reduced by more than 60 percent
- Carbon dioxide (CO<sub>2</sub>) is reduced by 30 to 40 percent

#### Replacing Diesel with LNG

In 2009, OCTA received a Carl Moyer grant to replace diesel engines in its large bus fleet with more fuel-efficient and lower-emission liquefied natural gas (LNG) engines. LNG reduces pollutants by 50 percent compared to diesel.

LNG buses currently comprise 40 percent of the bus fleet. A total of 228 North American Bus Industries (NABI) buses are powered by LNG engines and are helping to reduce emissions and improve air quality throughout Orange County.

OCTA's Vanpool Program adds a long-distance commuting alternative for people who work in Orange County and live in Los Angeles, Orange, Riverside or San Bernardino counties. In addition to helping reduce traffic congestion on Orange County freeways, the Vanpool Program also helps reduce emissions and helps employers meet South Coast Air Quality Management District requirements. OCTA's Vanpool Program also was the county's first public-private partnership, helping connect groups of commuters with private vanpool companies. In 2009, the 285 vanpools enrolled in the program removed 1,949 cars from the roads and reduced carbon emissions by nearly 20 tons.

OCTA works with employers by providing support and education to help employees choose the right alternative to driving alone. Based on the results of their Average Vehicle Ridership (AVR) survey results, employers are provided with information that directs their employees to find the best transportation option.

#### Employer AVR Survey

OCTA helps employers meet their local air quality regulations through their AVR survey process. Last year saw a 33% increase in participation with 61 employers using the survey service. As a result of using this service, there were 47,072 employee surveys processed, a 7.3% increase over last year.

#### Vanpool

OCTA's Vanpool Program adds a long-distance commuting alternative for people who work in Orange County and live in Los Angeles, Orange, Riverside or San Bernardino counties. In addition to helping reduce traffic congestion on Orange County freeways, the Vanpool Program also helps reduce emissions and helps employers meet South Coast Air Quality Management District requirements. OCTA's Vanpool Program is also an example of a public-private partnership, helping connect groups of commuters with private vanpool companies. In 2009, the 285 vanpools enrolled in the program removed 1,949 cars from the roads and reduced carbon emissions by nearly 20 tons.

## **Carpool**

To help individuals find others traveling the same commute, OCTA provides assistance in carpool matches by providing RideGuides to each employee taking the survey. Over 19,000 of these RideGuides were produced this year, indicating a 60% increase over last year.

## **Bus**

OCTA offers reduced rate bus pass programs for employers and universities who wish to help their employees and students by subsidizing their bus transportation.

- The Employer Pass provides a discounted bus pass for employers with 25+ employees enrolled in the program. Nearly 20 employers participated in this program during the fiscal year, resulting in over 834,000 boardings; a 6% increase over last year.
- Both Cal State Fullerton and UC Irvine subsidize the University Pass for their students. Over 910,000 boardings resulted from the university students, a 42% increase over last year.

## **Public Education Program**

To enhance public awareness of rideshare options and encourage participation, OCTA participates in the annual California Rideshare Week, held the 2<sup>nd</sup> week of October, which is aimed at helping people find an alternative way to work other than driving alone. Outreach efforts to create awareness for Rideshare Week 2008 resulted in 13,138 rideshare trips reported for the week.

Additionally, the website was redesigned and enhanced to provide options and tools to encourage ridesharing for both employers and employees, such as a carbon cost calculator and commuter tax benefits.

The Freeway Mitigation Program and the Water Quality Program were both launched in the fall of 2008 with the creation of two oversight committees to make recommendations to the OCTA Board of Directors on how each program is to be designed and implemented.

## **Protecting the Environment**

Along with freeway improvements comes concern for the environment. Before any freeway improvement project can begin, an environmental study must be completed, listing the impacts the project will have on the surrounding environment. In an effort to protect Orange County's environmental resources and improve our water quality, M2 includes a freeway mitigation program and a water quality improvement program. Both programs were launched in the fall of 2008 with the creation of two oversight committees to make recommendations to the OCTA Board of Directors on how each program is to be designed and implemented.

## **Freeway Mitigation Program**

OCTA's Mitigation and Resource Protection Program provides allocation of at least 5 percent of the Measure M2 freeway budget for environmental mitigation for the impacts from freeway improvements. Instead of approaching freeway improvements individually, OCTA developed a comprehensive program to mitigate the environmental impact of all planned freeway projects at once.

Using a proactive, innovative approach, the Environmental Oversight Committee (EOC) and the Board approved the draft Master Agreement and draft Planning Agreement for the mitigation program in March 2009. The master agreement between OCTA and state and federal resource agencies will provide environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals for the 13 M2 freeway projects.

The Board also unanimously approved a defined five-step process to purchase or restore preserved land in exchange for freeway mitigation credits.

## **Water Quality Program**

The Measure 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.

The Allocation Committee identified a program to add filters to storm drains and a process to develop new regional projects as the two categories for water quality funding. The Allocation Committee also developed draft funding guidelines and a framework for the allocation of water quality funding. Funds will be allocated in a two-tiered grant program, with the first tier consisting of funding for equipment purchases and upgrades to existing catch basins such as screens, filters, inserts, and other low-flow diversion projects. The second tier will consist of funding capital-intensive projects such as constructed wetlands, detention/infiltration basins, hydrodynamic separators, and bioswales.

## Envisioning the Future

During the 1980s, Orange County's economy boomed and its population grew. County transportation and elected officials envisioned an expanded transportation system that would sustain economic growth and ensure future mobility. Without delay, a long-range transportation improvement plan was developed that would keep Orange County moving into the approaching 21st Century.

## Voters Take Action

In 1990, Orange County voters took decisive action. They approved Measure M (M1), a 20-year program for local transportation improvements funded by a half-cent sales tax. M1 formed a contract with Orange County voters to improve transportation in three major areas — freeways, streets and roads, and transit — until the plan reaches its sunset in 2011.

## Safeguarding Funds

Specific safeguards, such as the Citizens Oversight Committee, were put in place to review and certify that any M1 funds were spent in accordance with the voter-approved transportation improvement plan. Voters entrusted the newly created Orange County Transportation Authority (OCTA) to administer M1 funds.

## Additional Benefits

Through careful stewardship and strategic early action, OCTA has kept the promises made to the voters under M1. Completing the bulk of the freeway improvement program within the first 10 years of M1 helped relieve traffic congestion. Cost savings and more than anticipated revenues made it possible to add an entirely new project — widening the Garden Grove Freeway (SR-22) — to the list of improvements.

## Time for Renewal

On November 7, 2006, Orange County voters, by a wide majority vote of nearly 70 percent, approved the renewal of the Measure M half-cent sales tax for transportation improvements. With the renewal of Measure M (M2), the voters agreed to continued investment of local tax dollars in Orange County's transportation infrastructure for an additional 30 years to 2041.

## Results Build Trust

The primary reason for the voters' willingness to renew Measure M was they saw and experienced tangible results — the promises made in the M1 plan were kept. Since 1990, most of Orange County's freeway system has been improved, including a major overhaul of the Santa Ana Freeway (I-5) through the heart of Orange County; major roads and local streets have been upgraded; fares were subsidized for seniors and persons with disabilities and a new Metrolink commuter rail system has been added, linking Orange County with jobs and housing in the surrounding counties.

## Ensuring Improvements

The M2 Transportation Investment Plan is a 30-year, \$14 billion program designed to mitigate Orange County's continuing growth. It is intended to reduce traffic congestion, strengthen our economy and improve our quality of life by upgrading key freeways, fixing major freeway interchanges, maintaining streets and roads, synchronizing traffic signals countywide, building a visionary rail-transit system, and protecting our environment from the street runoff that can lead to pollution.

## Allocating Revenues

To achieve these improvements, the net sales tax revenues from M2 will be allocated in the same percentages as M1 revenues. Freeways will receive 43 percent of net revenues. Thirty-two percent of net revenue will be devoted to improving the 6,500 miles of streets and roads throughout the county. The remaining 25 percent of the net revenue from M2 will be dedicated to transit programs countywide to expand rail and community transit services.

Additionally, under M2, two percent of the gross revenues will be dedicated to protecting Orange County beaches from transportation-generated pollution (sometimes called urban runoff) while improving ocean water quality.

### **Attracting Other Funding**

Most transportation improvement projects rely on a combination of funding sources. OCTA is able to leverage M2 funds against other funding sources to attract additional funding for improvement projects. Many M2 projects have been accelerated to shovel-ready status, which increases the potential for funding from other sources such as the American Recovery and Reinvestment Act of 2009.

### **Strict Safeguards and Oversight**

Like M1, the M2 Transportation Investment Plan focuses solely on improving the transportation system. The provisions of M2 have many taxpayer safeguards, including a Taxpayer Oversight Committee. The safeguards require annual audits, and regular, public reports on project progress. The M2 Transportation Investment Plan must be reviewed annually and a triennial assessment conducted. Every 10 years, a detailed review of the plan must take place to ensure that the plan stays current over its 30-year life span.

## M1 FREEWAY IMPROVEMENTS

### Santa Ana Freeway (I-5)

The Santa Ana Freeway (I-5) Gateway Project is the final link in the ambitious M1 freeway improvement program. The project is widening the remaining two miles of the I-5 in Orange County from the Riverside Freeway (SR-91) to the Los Angeles County line. The project was more than 73 percent complete at the end of the fiscal year. Motorists are now traveling on the newly rebuilt Beach Boulevard bridge, which was completed in September 2009. Construction activities through the end of the year will focus on adding lanes to the northbound and southbound I-5 and finishing retaining walls along the freeway corridor. The entire project is slated to finish by fall 2010.

## M1 STREETS AND ROADS IMPROVEMENTS

### Improving 6,500 Miles of Streets

More than 6,500 lane miles of aging streets and roads need repair, rejuvenation and improvement. City streets and county roads need to be maintained regularly and potholes have to be filled quickly. Thirty-two percent of net revenue from M1 is devoted to fixing potholes, improving intersections, building highway/rail grade separations, synchronizing traffic signals and making the existing countywide network of streets and roads safer and more efficient.

In fiscal year 2008-09, OCTA allocated to cities and the county \$41.6 million in M1 funds through the Combined Transportation Funding Program and \$36.4 million in formula turnback funds, for a total investment of \$78 million to streets and roads improvements in Orange County. The following are a few of the many improvements made using these funds:

- OCTA issued Anaheim \$5.2 million toward the right-of-way phase of the Gene Autry Way project and \$2.2 million for right-of-way activities related to the Katella Avenue Smart Street Project.
- Brea received \$600,000 toward construction of a traffic improvement project at Birch Street and Kraemer Boulevard.
- Buena Park received \$400,000 for Valley View Street improvements.
- OCTA issued \$2.9 million to Costa Mesa for intersection improvements at 17th and 19th streets along Newport Boulevard.
- Dana Point received \$1.2 million for its construction project at Del Obispo Street.
- Huntington Beach was issued \$1.8 million for the Heil Avenue Widening Project.
- Irvine received \$6.6 million to begin the construction phase of the MacArthur Boulevard at Red Hill Avenue widening project.
- Laguna Niguel was awarded approximately \$1 million for its portion of the Moulton Parkway Smart Street Project.
- Mission Viejo received approval of a signal synchronization project to improve traffic flow within the city.
- Orange was issued \$1.2 million for efforts in improving Santiago Canyon Road.
- OCTA issued Santa Ana \$500,000 for its efforts in improving the Bristol Street and First Street intersection.
- OCTA issued Stanton \$2.8 million toward the construction phase of its Katella Avenue Smart Street project.
- Tustin received \$1 million for the Newport Avenue/SR-55 Ramp Reconfiguration Project.
- OCTA issued \$1.8 million to the County of Orange for intersection improvements at Ortega Highway and Antonio Parkway.

### Signal Synchronization

Traffic light synchronization, or signal synchronization, coordinates signals along a major arterial road based on recorded congestion levels to allow motorists to travel farther in less time by reducing stops. Expanding signal synchronization is a cost-effective way to increase street and road capacity without major construction.

During summer 2008, OCTA completed a signal synchronization project along Oso Parkway/Pacific Park Drive. The project spanned eight miles and included 34 traffic signals through five cities and an unincorporated area of the county. The synchronized signals improved travel times along the route between 13 and 27 percent, well above the expected industry standard of five to 15 percent reduction in travel time.

In January 2008, OCTA chose 10 major Orange County roadways for signal synchronization between 2009 and 2011. A combined \$8 million from M1 and the state funded Proposition 1B Traffic Light Synchronization Program will fund this program. The 10 corridors designated for signal synchronization are:

- Alicia Parkway
- Beach Boulevard



- Brookhurst Street
- Chapman Avenue
- El Toro Road
- Irvine Center Drive/Moulton Parkway/Golden Lantern
- Katella Avenue
- La Palma Avenue
- Orangethorpe Avenue
- Yorba Linda Boulevard

Beginning in 2011, M2 will fund a master plan for countywide synchronization of more than 2,000 signalized intersections.

## M1 TRANSIT IMPROVEMENTS

### Delivering More Commuting Options

M1 brought the first Metrolink commuter rail service to Orange County and helped expand the number of Metrolink rail lines in Orange County to three: the Orange County Line, with service from Oceanside to Los Angeles Union Station; the Inland Empire-Orange County Line, serving Riverside to Irvine; and the 91 Line, with service from Riverside to Fullerton and Los Angeles Union Station. M1 also helped increase the number of Metrolink stations in Orange County by building four new stations.

For the second consecutive year, more people discovered a convenient way to commute that relieved traffic congestion and helped clean up our air by reducing emissions. Metrolink ridership topped 4 million passengers on the three lines serving Orange County, including Rail 2 Rail passengers. Rail 2 Rail is a program that allows Metrolink monthly pass holders to ride Amtrak Pacific Surfliner trains within the limits of their passes.

### Expanding Metrolink Service

OCTA, in cooperation with the Southern California Regional Rail Authority (SCRRA), developed the Metrolink Service Expansion Plan (MSEP). This project will provide more frequent weekday Metrolink service from Fullerton to Laguna Niguel/Mission Viejo. The project also will provide track improvements, more trains, and will improve grade crossings. 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 reduced train horn blowing (quiet zones).

#### *MSEP Improvements*

To prepare for this expansion, track and signal improvements are underway, including building additional passenger platforms and train turnback facilities at the Fullerton and Laguna Niguel/Mission Viejo Stations.

Additional parking improvements at stations impacted by the MSEP include:

- A new, four-level parking structure opened at the Irvine Transportation Center in October 2008, increasing the number of parking spaces to 1,500. The structure was built to full capacity instead of in phases so that passenger parking at the station would not be interrupted. Recently, a video surveillance system was installed in the parking structure.
- OCTA, in partnership with Tustin, hired a design team to develop and design a parking structure for the Tustin Station. Construction is expected to begin in summer 2010 and take approximately 12 months to complete. When completed, the Tustin station is expected to provide approximately 850 parking spaces and additional passenger amenities such as improved pedestrian access and improved bus access.
- Fullerton also partnered with OCTA to construct a new parking structure for the Fullerton Transportation Center. The proposed 800-space parking structure should provide significant relief to this station. Construction is expected to begin during summer 2010.
- A site study is in progress to expand parking facilities at the Laguna Niguel/Mission Viejo Station.

### Improving Metrolink Stations

OCTA is working with Buena Park to develop a site study plan for expanding parking. A project consultant has been hired.

For the Anaheim Canyon Station, OCTA is working with Anaheim on rail improvements, a second platform and a pedestrian undercrossing to increase safety.

## Go Local—Getting More People to Metrolink

OCTA developed the Go Local program to help more people discover the convenience of commuting by rail instead of driving. The Go Local program is a four-step process to plan and implement city-initiated transit extensions to Metrolink rail lines. The transit extensions can be either by bus or shuttle, or as a fixed guideway.

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

### *Fixed Guideway Projects*

During the fiscal year, the OCTA Board approved two Go Local fixed-guideway project concepts, one from Anaheim and a combined project from the cities of Garden Grove and Santa Ana. Both were underway with step two efforts to complete detailed planning, including alternatives analysis, selection of a locally preferred alternative, and environmental clearance.

### *Bus Shuttle Projects*

In fiscal year 2008-09, OCTA executed cooperative agreements with the lead agencies of Aliso Viejo, Anaheim, Fullerton, Lake Forest, Mission Viejo and Westminster to define the roles and responsibilities for step two service planning for the Board-approved bus/shuttle concepts.

## Helping Seniors and Disabled

M1 also helped lower the cost of transportation for senior citizens and people with disabilities by subsidizing the cost of bus transportation.

## STARTING FUTURE IMPROVEMENTS TODAY

### M2 Early Action Plan (EAP)

Upon voter approval of M2, the OCTA Board of Directors requested that OCTA staff prepare a five-year plan, covering the years 2007 to 2012, to advance the implementation of M2 prior to the revenue actually being collected beginning in

April 2011. The Board of Directors approved the draft plan outlining the projects and programs that could be advanced, along with anticipated schedules and major milestones, and released the plan on May 29, 2007. The Board of Directors actively sought input from city officials and key stakeholders, and added recommendations on financing and budget needs before approving the final M2 Early Action Plan (EAP) on August 13, 2007.

There are nine key objectives of the M2 EAP:

1. Complete the first major milestone—conceptual engineering—for every freeway project in the plan.
2. Start construction on five major M2 freeway projects on SR-91, SR-57 and I-5.
3. Enable every Orange County city and the county to meet eligibility requirements for M2 funds, including new pavement management and signal synchronization programs.
4. Award up to \$165 million to cities and the county for signal synchronization and road upgrades.
5. Implement high-frequency Metrolink service within Orange County with associated railroad crossing safety and quiet zone improvements completed or under construction. Begin project development for at least five major grade separation projects to separate railroad tracks from major streets.
6. Award up to \$200 million in competitive funding for transit projects.
7. Complete development work and allocate funds for transit fare discounts and improved services for seniors and persons with disabilities.
8. Complete an agreement between OCTA and resource agencies detailing environmental mitigation of freeway improvements and commitments for project permitting. Begin allocation of funds for mitigation.
9. Complete program development for road runoff/water quality improvements; begin allocation of funds to water quality projects.

Due to the economic downturn since the reauthorization of M2, the Board directed staff to re-evaluate the EAP goals, which is currently taking place.

## M2 FREEWAY IMPROVEMENTS

### Relieving Freeway Congestion

Relieving congestion on the San Diego Freeway (I-405) in west Orange County is one of the major focuses of the M2 freeway program, and will include new lanes, new interchanges and new bridges. Another major focus of the plan is

to reduce congestion on the Riverside Freeway (SR-91) by adding new lanes and new interchanges. Other major projects will make substantial improvements on the Santa Ana/San Diego Freeway (I-5) in southern Orange County. Under the plan, major traffic chokepoints on almost every Orange County freeway will be addressed. Improving Orange County freeways will be the greatest investment in the M2 program, utilizing 43 percent of net revenues.

### **Project A: Santa Ana Freeway (I-5) Improvements between the Costa Mesa Freeway (SR-55) and the Orange Freeway (SR-57)**

Caltrans is preparing the engineering studies and concepts to relieve congestion along the I-5 between the SR-55 and the SR-57 freeways. Current traffic volume on this section is 389,000 Average Daily Traffic (ADT) and is projected to reach 464,000 ADT by 2030. The proposed improvements would increase freeway capacity and decrease congestion on this key section of the I-5.

### **Project C: San Diego Freeway (I-5) Improvements South of the El Toro Y**

OCTA prepared an environmental document for improvements along the San Diego Freeway (I-5) between Avenida Pico and Pacific Coast Highway. An engineering feasibility report is in preparation to improve traffic flow on the I-5 between the San Joaquin Hills Toll Road (SR- 73) and the San Diego Freeway (I-405).

### **Project D: Santa Ana Freeway/San Diego Freeway (I-5) Local Interchange Upgrades**

OCTA prepared a project study report to evaluate options for improving the Avenida Pico interchange on the I-5. This project will modernize the interchange and improve freeway access in the area. Caltrans is preparing final design for reconstruction of the I-5/Ortega Highway (SR-74) interchange. When completed, this project will help relieve congestion and improve freeway access in the area.

### **Project G: Orange Freeway (SR-57) Improvements**

OCTA is preparing an environmental analysis to add a new northbound lane on the SR-57 between Katella Street and Lincoln Avenue. The existing traffic volume in this segment is expected to increase from 128,000 ADT in 2008 to 160,000 ADT in 2035—a 25 percent increase in daily traffic volume. This project will reduce congestion and facilitate the regional flow of goods and services via SR-57, and will enhance safety and reduce delays.

Final design is underway for a new northbound lane on the SR-57 from Orangethorpe Avenue to Lambert Avenue. The existing traffic volume on this segment is expected to increase from 101,000 ADT in 2004 to 157,000 ADT in year 2030—a 55 percent increase in daily traffic volume. This project also will reduce congestion and facilitate the regional flow of goods and services via SR-57 and enhance safety and reduce delays.

### **Project H: Riverside Freeway (SR-91) Improvements from the I-5 to the SR-57**

OCTA is preparing an environmental document for a new westbound lane on the Riverside Freeway (SR-91) between the I-5 and the SR-57. The existing traffic volume on this section is 256,000 ADT and is projected to climb to 289,000 ADT by 2030. This project will add up to two lanes, including a potential auxiliary lane, and improve on-ramps and off-ramps along this key stretch of freeway.

### **Project I: Riverside Freeway (SR-91) Improvements from the SR-57 to the SR-55**

Caltrans is preparing an environmental document to assess options to improve traffic flow through the SR-55/SR-91 interchange.

### **Project J: Riverside Freeway from the Eastern Toll Road (SR-241) to the Riverside County line**

Construction began on the SR-91 Eastbound Lane Addition Project. As a shovel-ready project, this improvement to the SR-91 received federal stimulus dollars under the American Recovery and Reinvestment Act of 2009. The new eastbound auxiliary lane will improve the general flow of traffic through the project area. The SR-91 Eastbound Lane Addition Project is expected to open by the end of 2010 and is just one of the freeway improvement projects that OCTA is delivering ahead of the 2011 completion schedule.

Caltrans is preparing the final design for a project that adds one lane in each direction along the SR-91 from the SR-55 to the Eastern Toll Road (SR-241). The existing traffic volume is approximately 314,000 ADT and is projected to reach 426,000 ADT by 2030. These improvements will help reduce congestion and increase freeway capacity.

### **Project K: San Diego Freeway (I-405) Improvements from the San Gabriel River**

## Freeway (I-605) to the SR-55

Caltrans, in cooperation with OCTA, is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this project. The project will add one or two new lanes in each direction on the I-405 between the I-605 and the SR-55. The proposed improvements will create better travel conditions for work, recreation, school and commerce by increasing freeway capacity and improving interchanges along the corridor serving the communities of Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach and Westminster.

## M2 TRANSIT IMPROVEMENTS

### Delivering Visionary Transit

As Orange County continues to grow, M2 will help build a visionary rail transportation system that is safe, clean and convenient, uses and preserves existing rights of way, and provides high-speed connections both inside and outside of Orange County. Twenty-five percent of the net revenue from M2 will be dedicated to transit programs countywide. About 20 percent will be dedicated to creating a new countywide high-capacity transit system anchored on the existing, successful Metrolink and Amtrak rail line, and about five percent will be used to enhance senior transportation programs and provide targeted, localized bus service.

### Enhancing Grade Crossing Safety

In planning for future increases in passenger and freight rail traffic on Orange County's three rail lines, OCTA placed a renewed emphasis on at-grade rail-highway crossing (grade crossing) improvements. These improvements will focus on vehicle and pedestrian safety.

OCTA completed the final design for the grade crossing safety enhancements along the Los Angeles-San Diego (LOSSAN) rail corridor in spring 2009. There was a modest delay of approximately 90 days in advancing these projects to accommodate use of Proposition 116 funds (in combination with M2 funds). 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.

The Southern California Regional Rail Authority (SCCRA) awarded a contract to support the MSEP and grade crossing safety enhancements. In addition to the civil construction contract, SCRRA also awarded contracts for special track work, signal construction, signal maintenance, rails and ties. Construction began in August on the improvements, which include extending or adding new center medians at select crossings to deter people from driving around lowered gates, adding new gates on each side of the crossing to enhance safety, installing pedestrian gates to deter pedestrians from crossing the tracks when gates are down, and installing new signs and warning devices. This program is funded by Proposition 116 funds, in combination with M2 funds.

#### *Reducing Trade Horn Noise*

The grade crossing safety enhancements will allow cities to apply to the Federal Railroad Administration for a quiet zone, an area along the tracks where trains are not required to routinely sound their horns. The establishment of quiet zones will enhance the quality of life for the surrounding community.

#### *Partnering With Cities to Enhance Safety*

OCTA continued 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 is expected to take slightly more than two years to complete.

Cooperative agreements were signed with nine cities regarding the grade crossing safety enhancements. OCTA developed a comprehensive public outreach program to notify communities of construction impacts, including road detours, nighttime work and dust impacts throughout the two-year program. The goal of the public outreach program was 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.

### Focusing on Rail Safety

OCTA also developed a rail safety public education program, "Be Rail Safe," to educate youths and adults and to help reduce the number of trespassings on or around the train tracks. In addition, OCTA created an interactive web site and speaker's bureau for both the construction awareness and the rail safety outreach programs.

### Creating a Regional Transportation Hub

The Anaheim Regional Transportation Intermodal Center (ARTIC) will be a major multi-modal transportation hub for

Orange County. ARTIC will serve as a transportation gateway for existing and planned Metrolink, Amtrak and OCTA bus services, as well as the future high-speed rail system.

Environmental clearance and associated design for the development of ARTIC were in full swing in FY 2009. Environmental clearance officially began in April 2009 and public scoping meetings were held in July and November 2009 to solicit input regarding the environmental document. Environmental clearance is expected to be complete in October 2010.

The design for ARTIC is expected to wrap up in early 2011, with construction beginning shortly thereafter. ARTIC is expected to be open for operations in late 2013.

## **M2 ENVIRONMENTAL IMPROVEMENTS**

### **Protecting the Environment**

Along with freeway improvement comes concern for the environment. Before any freeway improvement project can begin, an environmental study must be completed, listing the impacts the project will have on the surrounding environment. In an effort to protect Orange County's environmental resources and improve our water quality, M2 includes a freeway mitigation program and a water quality improvement program. Two committees have been formed using resource and environmental experts to help guide the process: the Environmental Oversight Committee (EOC) and the Environment Cleanup Allocation Committee (Allocation Committee).

### **Freeway Mitigation Program**

OCTA's Mitigation and Resource Protection Program allocates at least five percent of the M2 freeway budget for the environmental mitigation of the impacts from freeway improvements. Instead of approaching freeway improvements individually, OCTA developed a comprehensive program to mitigate the environmental impact of all planned freeway improvements at once.

#### *Mitigation Begins*

Using a proactive, innovative approach, the EOC and the Board approved the draft Master Agreement and draft Planning Agreement for the mitigation program in March 2009. The master agreement between OCTA and state and federal wildlife agencies will provide enhanced environmental benefits such as habitat protection, wildlife corridors and resource preservation through careful master planning in exchange for streamlined project approvals for the 13 M2 freeway projects.

The Board also unanimously approved a defined five-step process to purchase or restore preserved land in exchange for freeway mitigation credits.

### **Water Quality Program**

The M2 Allocation Committee is designed to make recommendations to the Board of Directors on the disposition of funds for water quality improvements. These funds will be allocated on a countywide, competitive basis to help jurisdictions meet federal Clean Water Act standards for controlling transportation-generated pollution.

The environmental cleanup program is designed to supplement, not supplant, existing transportation-related water quality programs. This clean-up program must improve, and not replace, existing pollution reduction efforts by cities, the county and special districts. Funds will be awarded to the highest priority programs that improve water quality, keep our beaches and streets clean and reduce transportation-generated pollution along Orange County's scenic coastline.

#### *Toward Better Water Quality*

During the fiscal year, the Allocation Committee identified a program to add filters to storm drains and a process to develop new regional projects as the two categories for water quality funding. The Allocation Committee also developed draft funding guidelines and a framework for the allocation of water quality funding. As specified in the draft funding guidelines, funds will be allocated in a two-tiered grant program, with the first tier consisting of funding for equipment purchases and upgrades to existing catch basins such as screens, filters, inserts and other low-flow diversion projects. The second tier will consist of funding capital-intensive projects such as constructed wetlands, detention/infiltration basins, hydrodynamic separators, and bioswales.



Board of Directors

Freeways

91 Express Lanes

Bus Transit

Rail Transit

Streets and Roads

Motorist Services

Greener Solutions

Measure M

Financials



Working Today For Tomorrow's Mobility

2009 ANNUAL REPORT

2009 | ORANGE COUNTY TRANSPORTATION AUTHORITY

**Statement of Net Assets**

(thousands)

June 30, 2009	Governmental Activities	Business-type Activities	Total
<b>Assets</b>			
Cash and investments	\$ 609,078	\$ 206,266	\$ 815,344
Receivables:			
Interest	2,444	2,188	4,632
Operating grants	813	30,576	31,389
Capital grants	5,984	877	6,861
Other	142	9,549	9,691
Internal balances	25,363	(25,363)	-
Due from other governments	35,812	9,576	45,388
Condemnation deposits	1,558	-	1,558
Note receivable	2,147	-	2,147
Inventory	-	7,455	7,455
Restricted cash and investments:			
Cash equivalents	42,613	37,990	80,603
Investments	29,989	-	29,989
Prepaid retirement	4,061	19,232	23,293
Other assets	4,867	4,737	9,604
Land held for resale	5,667	-	5,667
Capital assets, net:			
Nondepreciable	171,419	55,445	226,864
Depreciable and amortizable	4,350	462,814	467,164
<b>Total Assets</b>	<b>946,307</b>	<b>821,342</b>	<b>1,767,649</b>
<b>Liabilities</b>			
Accounts payable	18,952	21,499	40,451
Accrued payroll and related items	1,934	4,977	6,911
Accrued interest payable	3,375	4,531	7,906
Due to other governments	46,140	478	46,618
Unearned revenue	8,043	15,412	23,455
Other liabilities	66	452	518
Commercial paper notes	50,000	-	50,000
Noncurrent liabilities:			
Due within one year	80,856	19,193	100,049
Due in more than one year	82,870	177,565	260,435
<b>Total Liabilities</b>	<b>292,236</b>	<b>244,107</b>	<b>536,343</b>
<b>Net Assets</b>			
Invested in capital assets, net of related debt	175,769	367,144	542,913
Restricted for:			
Measure M program	206,074	-	206,074
Debt Service	114,259	6,027	120,286
Motorist services	8,130	-	8,130
Capital	-	10,105	10,105
Other purposes	-	3,223	3,223
Unrestricted	149,839	190,736	340,575
<b>Total Net Assets</b>	<b>\$ 654,071</b>	<b>\$ 577,235</b>	<b>\$ 1,231,306</b>



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**Statement of Activities**

(thousands)

For the year ended June 30, 2009	Expenses	Indirect Expenses Allocation	Program Revenues			Net (Expense) Revenue and Changes in Net Assets		Total
			Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	
<b>Functions/Programs</b>								
<b>Primary government</b>								
<b>Governmental activities:</b>								
General government	\$ 106,676	\$ (47,737)	\$ 133	\$ 26,742	\$ 11,840	\$ (20,224)	\$ -	\$ (20,224)
Measure M program	222,731	10,388	353	948	16,733	(215,085)	-	(215,085)
Motorist services	7,814	306	-	8,170	-	50	-	50
Commuter rail	27,009	952	614	232	2,174	(24,941)	-	(24,941)
<b>Total governmental activities</b>	<b>364,230</b>	<b>(36,091)</b>	<b>1,100</b>	<b>36,092</b>	<b>30,747</b>	<b>(260,200)</b>	<b>-</b>	<b>(260,200)</b>
<b>Business-type activities:</b>								
Fixed route	224,538	34,194	52,641	74,438	55,862	-	(75,791)	(75,791)
Paratransit	37,980	-	6,321	5,804	726	-	(25,129)	(25,129)
Tollroad	38,224	1,763	43,705	-	-	-	3,718	3,718
Taxicab administration	299	134	549	-	-	-	116	116
<b>Total business-type activities</b>	<b>301,041</b>	<b>36,091</b>	<b>103,216</b>	<b>80,242</b>	<b>56,588</b>	<b>-</b>	<b>(97,086)</b>	<b>(97,086)</b>
<b>Total primary government</b>	<b>\$ 665,271</b>	<b>\$ -</b>	<b>\$ 104,316</b>	<b>\$ 116,334</b>	<b>\$ 87,335</b>	<b>(260,200)</b>	<b>(97,086)</b>	<b>(357,286)</b>
<b>General revenues:</b>								
Property taxes						-	11,295	11,295
Sales taxes						335,465	-	335,465
Unrestricted investment earnings						31,501	12,186	43,687
Other miscellaneous revenue						412	340	752
<b>Transfers</b>						<b>(76,493)</b>	<b>76,493</b>	<b>-</b>
<b>Total general revenues and transfers</b>						<b>290,885</b>	<b>100,314</b>	<b>391,199</b>
<b>Change in net assets</b>						<b>30,685</b>	<b>3,228</b>	<b>33,913</b>
<b>Net assets - beginning</b>						<b>623,386</b>	<b>574,007</b>	<b>1,197,393</b>
<b>Net assets - ending</b>						<b>\$ 654,071</b>	<b>\$ 577,235</b>	<b>\$ 1,231,306</b>



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**Statement of Cash Flows - Proprietary Funds**

(thousands)

For the year ended June 30, 2009	Enterprise Funds				Internal Service Funds
	OCTD	91 Express Lanes	Nonmajor Enterprise Funds	Totals	
<b>Cash flows from operating activities:</b>					
Receipts from customers and users	\$ 54,368	\$ 43,282	\$ 532	\$ 98,182	\$ -
Receipts from interfund services provided	-	-	-	-	6,170
Payments to suppliers	(112,451)	(11,767)	(100)	(124,318)	(1,321)
Payments to claimants	(8)	-	-	(8)	(6,347)
Payments to employees	(128,965)	-	(247)	(129,212)	-
Payments for interfund services used	(34,027)	(1,763)	(135)	(35,925)	(167)
Advertising revenue received	4,201	-	-	4,201	-
Miscellaneous revenue received	851	33	1	885	1,139
Net cash provided by (used for) operating activities	(216,031)	29,785	51	(186,195)	(526)
<b>Cash flows from noncapital financing activities:</b>					
Gas tax exchange received	21,042	-	-	21,042	-
Federal operating assistance grants received	45,143	10	-	45,153	-
Property taxes received	11,295	-	-	11,295	-
Transfers from other funds	116,506	-	3	116,509	-
Transfers to other funds	(12,119)	(3,024)	(14,000)	(29,143)	(4,198)
Repayment of advances from other funds	-	(20,000)	-	(20,000)	-
Net cash provided by (used for) noncapital financing activities	181,867	(23,014)	(13,997)	144,856	(4,198)
<b>Cash flows from capital and related financing activities:</b>					
Federal capital grants for acquisition and construction of capital assets	59,858	-	-	59,858	-
Proceeds from sale of capital assets	1,505	-	-	1,505	-
Payment of capital lease	(3,280)	-	-	(3,280)	-
Principal payment on long-term debt	-	(4,345)	-	(4,345)	-
Interest paid on long-term debt	(490)	(10,197)	-	(10,687)	-
Acquisition and construction of capital assets	(74,857)	(573)	-	(75,430)	-
Net cash (used for) capital and related financing activities	(17,264)	(15,115)	-	(32,379)	-
<b>Cash flows from investing activities:</b>					
Proceeds from sales and maturities of investments	-	18,635	-	18,635	-
Investment earnings	6,138	2,860	1,809	10,807	2,200
Net cash provided by investing activities	6,138	21,495	1,809	29,442	2,200
Net increase (decrease) in cash and cash equivalents	(45,290)	13,151	(12,137)	(44,276)	(2,524)
Cash and cash equivalents at beginning of year	138,493	68,182	39,443	246,118	44,938
Cash and cash equivalents at end of year	\$ 93,203	\$ 81,333	\$ 27,306	\$ 201,842	\$ 42,414
<b>Noncash capital, financing and investing activities:</b>					
Increase in interest expense incurred on advances from other funds	-	2,543,125	-	-	-
<b>Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:</b>					
Operating income (loss)	\$ (235,825)	\$ 18,746	\$ 75	\$ (217,004)	\$ (6,912)
<b>Adjustments to reconcile operating income to net cash provided by (used for) operating activities:</b>					
Depreciation expense	36,914	1,820	-	38,734	-
Amortization of franchise agreement	-	7,331	-	7,331	-
Amortization of cost of issuance	-	143	-	143	-
Amortization of prepaid retirement	14,487	-	26	14,513	-
Advertising revenue	4,201	-	-	4,201	-
Miscellaneous	851	33	1	885	-
Insurance recoveries	-	-	-	-	1,139
Change in assets and liabilities:					
Other receivables	162	(272)	(17)	(127)	(173)
Due from other governments	-	-	-	-	(1)
Inventory	1,702	-	-	1,702	-
Prepaid retirement	(13,762)	-	(35)	(13,797)	-

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**Measure M  
Schedule of Revenues and Expenditures Summary**

(thousands)

Project Description (G)	Inception Through 6/30/09 Net Project Cost (P)	FY 08/09 Net Project Cost
<b>Freeways (43%)</b>		
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	726,877	30,970
I-5 between I-5/I-405 Interchange and San Clemente	59,936	-
I-5/I-405 Interchange	73,075	-
SR 55 (Costa Mesa Fwy) between I-5 and SR 91 (Riverside Fwy)	49,340	1
SR 57 (Orange Fwy) between I-5 and Lambert Road	22,758	-
SR 91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	105,389	-
SR 22 (Garden Grove Fwy) between SR 55 and Valley View St.	296,465	5,130
<b>Subtotal Projects</b>	<b>1,333,840</b>	<b>36,101</b>
Net (Bond Revenue)/Debt Service	165,553	(72,127)
<b>Total Freeways</b>	<b>1,499,393</b>	<b>(108,228)</b>
<b>Regional Street and Road Projects (11%)</b>		
Smart Streets	150,626	8,910
Regionally Significant Interchanges	62,185	3,878
Intersection Improvement Program	77,223	7,947
Traffic Signal Coordination	46,313	3,665
Transportation Systems Management and Transportation Demand Management	7,312	-
<b>Subtotal Projects</b>	<b>343,659</b>	<b>24,400</b>
Net (Bond Revenue)/Debt Service	1,279	(557)
<b>Total Regional Street and Road Projects</b>	<b>344,938</b>	<b>24,957</b>
<b>Local Street and Road Projects (21%)</b>		
Master Plan of Arterial Highway Improvements	86,412	11,169
Streets and Roads Maintenance and Road Improvements	530,771	36,360
Growth Management Area Improvements	73,789	6,046
<b>Subtotal Projects</b>	<b>690,972</b>	<b>53,575</b>
Net (Bond Revenue)/Debt Service	-	-
<b>Total Local Street and Road Projects</b>	<b>690,972</b>	<b>53,575</b>
<b>Transit Projects (25%)</b>		
Pacific Electric Right-of-Way	13,878	31
Commuter Rail	290,632	97
High-Technology Advanced Rail Transit	121,984	62,710
Elderly and Handicapped Fare Stabilization	17,010	1,000
Transitways	125,961	139
<b>Subtotal Projects</b>	<b>569,465</b>	<b>63,977</b>
Net (Bond Revenue)/Debt Service	29,904	(13,029)
<b>Total Transit Projects</b>	<b>599,369</b>	<b>77,006</b>
<b>Total Measure M Program</b>	<b>3,134,672</b>	<b>263,766</b>

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City	Measure M Turnback	
	Payments FY09	Inception to FY09
	Total 2009	Total Apportionments as of 6/30/2009
Aliso Viejo	\$ 420,801.20	\$ 3,456,410.27
Anaheim	3,905,271.37	58,122,648.21
Brea	633,896.46	9,459,769.51
Buena Park	1,055,939.46	14,301,178.22
Costa Mesa	1,648,617.04	24,968,510.61
Cypress	641,396.55	9,336,670.15
Dana Point	389,779.86	5,924,605.22
Fountain Valley	733,957.31	11,385,209.16
Fullerton	1,476,304.03	22,730,959.59
Garden Grove	1,707,234.49	25,919,976.22
Huntington Beach	2,207,626.81	33,949,545.04
Irvine	2,859,362.12	37,410,665.39
Laguna Beach	303,556.48	4,452,115.72
Laguna Hills	419,767.69	6,254,689.28
Laguna Niguel	784,780.85	11,298,841.86
Laguna Woods	160,500.78	1,632,607.73
La Habra	621,912.70	8,913,590.71
Lake Forest	912,169.03	11,750,236.46
La Palma	204,952.02	2,978,602.32
Los Alamitos	154,860.84	2,480,306.52
Mission Viejo	1,107,395.49	16,480,814.61
Newport Beach	1,235,819.22	16,472,947.39
Orange	1,889,850.91	27,555,396.30
Placentia	542,438.32	8,208,492.64
Rancho Santa Margarita	501,474.83	4,455,815.38
San Clemente	651,738.53	8,435,798.39
San Juan Capistrano	452,248.39	6,557,852.26
Santa Ana	3,349,959.09	51,919,645.98
Seal Beach	294,863.88	4,192,746.94
Stanton	347,082.99	5,218,473.18
Tustin	958,673.23	14,275,194.96
Villa Park	61,982.02	951,321.77
Westminster	1,013,351.60	15,590,013.95
Yorba Linda	678,479.96	9,841,475.75
County Unincorporated	2,032,854.82	33,824,335.42
<b>Totals</b>	<b>\$ 36,360,900.37</b>	<b>\$ 530,707,463.11</b>

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**Renewed Measure M (M2)  
Schedule of Net Project Costs**

Fiscal Year Ended June 30, 2009

(Unaudited)

(thousands)

Project Description (G)	Inception Through 6/30/09 Net Project Cost		FY 08/09 Net Project Cost
		(P)	
<b>Freeways (43% of Net Tax Revenues)</b>			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 7	\$ 7
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	764	609
E	SR-22 Garden Grove Freeway Access Improvements	1	1
F	SR-55 Costa Mesa Freeway Improvements	68	59
G	SR-57 Orange Freeway Improvements	14,938	12,186
H,I,J	SR-91 Riverside Freeway Improvements	2,478	1,357
K,L	I-405 San Diego Freeway Improvements	692	578
M	I-605 Freeway Access Improvements	-	-
N	All Freeway Service Patrol	-	-
	Freeway Mitigation	119	119
	<b>Subtotal Projects</b>	<b>19,067</b>	<b>14,916</b>
	Net (Bond Revenue)/Debt Service	706	706
	<b>Total Freeways</b>	<b>\$ 19,773</b>	<b>\$ 15,622</b>
<b>Street and Roads Projects (32% of Net Tax Revenues)</b>			
O	Regional Capacity Program	\$ 3,272	\$ 3,247
P	Regional Traffic Signal Synchronization Program	32	32
Q	Local Fair Share Program	-	-
	<b>Subtotal Projects</b>	<b>3,304</b>	<b>3,279</b>
	Net (Bond Revenue)/Debt Service	125	125
	<b>Total Street and Roads Projects</b>	<b>\$ 3,429</b>	<b>\$ 3,404</b>
<b>Transit Projects (25% of Net Tax Revenues)</b>			
R	High Frequency Metrolink Service	\$ 15,135	\$ 11,570
S	Transit Extensions to Metrolink	-	-
T	Metrolink Gateways	-	-
U	Expand Mobility Choices for Seniors and Persons with Disabilities	-	-
V	Community Based Transit/Circulators	-	-
W	Safe Transit Stops	-	-
	<b>Subtotal Projects</b>	<b>15,135</b>	<b>11,570</b>
	Net (Bond Revenue)/Debt Service	648	648
	<b>Total Transit Projects</b>	<b>\$ 15,783</b>	<b>\$ 12,218</b>
<b>Environmental Cleanup (2% of Revenues)</b>			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 182	\$ 175
	<b>Subtotal Projects</b>	<b>182</b>	<b>175</b>
	Net (Bond Revenue)/Debt Service	6	6
	<b>Total Environmental Cleanup</b>	<b>\$ 188</b>	<b>\$ 181</b>
	<b>Total Measure M2 Program</b>	<b>\$ 39,173</b>	<b>\$ 31,425</b>