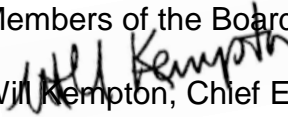




April 26, 2010

To: Members of the Board of Directors
From:  Will Kempton, Chief Executive Officer
Subject: Measure M2 Progress Report for January 2010 through March 2010

Overview

Staff has prepared a Measure M2 (M2) progress report for January 2010 through March 2010 for review by the Orange County Transportation Authority Board of Directors. Despite current economic conditions, implementation of Measure M2 continues at a fast pace. This report highlights progress on Measure M2 projects and programs and is made available to the public via the Orange County Transportation Authority Web site.

Recommendation

Receive and file as an information item.

Background

Measure M Ordinance No. 3 requires quarterly status reports regarding the major projects detailed in the Measure M2 (M2) Transportation Investment Plan be filed with the Orange County Transportation Authority (OCTA) Board of Directors (Board). All M2 progress reports are posted online for public review.

Discussion

Voter safeguards are a critical factor for public acceptance of M2. The quarterly report is an opportunity to show progress in implementing the M2 Transportation Investment Plan. In order to be cost effective and improve the accessibility of information to stakeholders and the public, all M2 progress reports are web-based. Hard copies are mailed upon request. The report reflects progress being made on Board-approved Early Action Plan (EAP) projects and programs. Each item features a brief paragraph with an overview of significant progress for the time period, with a web link to more information including staff reports and project descriptions (Attachment A).

Highlights of the M2 progress report in this quarter include:

- Freeway projects were progressing for the Santa Ana Freeway (Interstate 5), the Orange Freeway (State Route 57), the Riverside Freeway (State Route 91), and the San Diego Freeway (Interstate 405). Construction continues on the State Route 91 eastbound lane addition, which is partially funded by the American Recovery and Reinvestment Act.
- Final design was initiated on the second phase of the Traffic Light Synchronization Program and traffic engineering services are being procured.
- Project development continued on the Anaheim Regional Transportation Intermodal Center (ARTIC). The City of Anaheim, assisted by a team of consultants and in coordination with OCTA, continued development of the ARTIC project description and the environmental clearance documents. The project remains on schedule with environmental clearance anticipated to be complete in October 2010.
- Grade crossing safety enhancements continued with installation of pedestrian gate foundations, sidewalk improvements, raised medians, handrails, and pedestrian swing gates completed for most of the crossings in Orange. In Anaheim, signal foundations and conduits have been installed at several crossings and civil construction of medians and sidewalk improvements began.
- Design of seven grade separation projects in the Orangethorpe Railroad corridor continues. The Board approved a revised project schedule to advance completion of construction. Appraisal work related to the Placentia Avenue project began and parcels impacted by the Kraemer Avenue project were identified.
- Board-approved Go Local fixed-guideway projects in Anaheim and in Santa Ana/Garden Grove are in Step Two, completing alternatives analysis and environmental clearance.
- A total of 22 community circulators (Project V) concepts were incorporated into Step Two service planning.
- The M2 Environmental Cleanup Allocation/Water Quality Committee recommended approval of the draft funding guidelines and framework for

the allocation of water quality funding to the Transportation 2020 (T2020) Committee and the Board.

- The M2 Freeway Mitigation Program Environmental Oversight Committee recommended acquisition property evaluation results were approved by T2020 and the Board.

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

Summary

As required by Measure M Ordinance No. 3, a quarterly report covering activities from January 2010 through March 2010 is provided to update progress in implementing the M2 Transportation Investment Plan. To facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA Web site.

Attachment

- A. M2 Quarterly Progress Report for January through March 2010

Prepared by:



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**M2 Quarterly Progress Report
January – March 2010**

The following is a summary of the progress made on the M2 Early Action Plan (EAP) covering the first quarter January – March of 2010.

Highway Projects

Tom Bogard (714) 560-5918

Interstate 5 Projects

The Orange County Transportation Authority (OCTA) is preparing an environmental document for improvements along the San Diego Freeway (Interstate 5) between Avenida Pico and Pacific Coast Highway, through the communities of San Clemente and Dana Point. The environmental study will evaluate the benefits of extending the current high-occupancy vehicle (HOV) lanes on the I-5, that presently end at the Pacific Coast Highway interchange, down to Avenida Pico in San Clemente. The study will also look for ways to improve the freeway ramps at Avenida Pico to improve traffic flow entering and leaving the freeway in this location. Environmental approval is expected in mid 2011. (Part of Project C & D)

The California Department of Transportation (Caltrans) is preparing final design for the reconstruction of the I-5/Ortega Highway (State Route 74) interchange. The project will reconstruct the State Route 74 bridge over the freeway and improve local traffic flow along Ortega Highway and the adjacent streets leading to the freeway. Design is expected to be completed in late 2011. (Part of Project D)

OCTA is preparing a project study report to look at ways to improve traffic flow along the I-5 between the San Joaquin Toll Road (State Route 73) and the San Diego Freeway (Interstate 405) through the communities of Lake Forest, Laguna Hills, and Mission Viejo. The study will look at capacity enhancements and interchange improvements to ease the flow of traffic through this area. The study is expected to be completed in mid 2010. (Part of Project C)

State Route 57 Projects

OCTA is preparing final design for the addition of a new northbound lane on the Orange Freeway (State Route 57) between Katella Street and Lincoln Avenue in the Anaheim area. The final design is expected to be completed in late 2010. (Part of Project G)

OCTA completed final design for a new northbound lane on the Orange Freeway (State Route 57) from Orangethorpe Avenue to Lambert Avenue through the communities of Brea and Fullerton. The widening of the freeway in the northbound direction will be generally accommodated within the existing right of way. Construction is expected to begin in late 2010. (Part of Project G)

State Route 91 Projects

OCTA is preparing an environmental document to add a new westbound lane to the Riverside Freeway (State Route 91) between the I-5 and the SR-57 in Anaheim. This study is examining the environmental and design issues related to adding a new general-purpose lane and will identify the most practical approach that has the least impact on existing properties along the freeway. Environmental approval is expected in mid 2010. (Project H)

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

Caltrans is preparing final design to add one new lane each way along the SR-91 from the SR-55 to the Eastern Toll Road (State Route 241). This project will add significant new capacity along the SR-91, generally within existing right of way, through the cities of Anaheim and Yorba Linda. Final design is expected to be completed in late 2010. (Part of Project J)

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

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

Interstate 405 Projects

OCTA is preparing an environmental study to add new lanes each way on the Interstate 405 (I-405) between the SR-55 and the San Gabriel River Freeway (Interstate 605). These improvements will add mainline capacity and improve the local interchanges along the corridor that serves Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, and Westminster. The Environmental Impact Report (EIR) considers four alternatives ranging from minor improvements to the addition of two lanes in each direction. One alternative being studied is to add a general-purpose lane and an express lane in each direction in the median of the freeway to provide a free-flowing toll

facility similar to that currently operating on the SR-91 in Anaheim. The environmental document is expected to be completed in 2012. (Project K)

Streets and Roads Projects

Signal Synchronization

Anup Kulkarni (714) 560-5867

In April 2008, the California Transportation Commission (CTC) awarded OCTA \$4 million as part of the Proposition 1B Traffic Light Synchronization Program (TLSP) for interagency signal synchronization. When combined with \$4 million from the original Measure M (M1), \$8 million will be provided to fund signal synchronization along 10 significant street corridors comprised of 533 signalized intersections on 158 miles of Roadway over the next three years.

In summer 2009, OCTA began working on the three corridors that make up the first phase of the project: Alicia Parkway with 41 signalized intersections along 11 miles, Beach Boulevard with 71 signalized intersections along 20 miles, and Chapman Avenue with 47 signalized intersections along 13 miles. These projects are approximately halfway complete. Optimized signal timings for the projects are expected to be implemented in the field by summer 2010.

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

OCTA also continued work on a Master Plan for the Regional Traffic Signal Synchronization Program included as part of M2. The goal of the program is to improve traffic flow by developing and implementing regional signal coordination through more than 2,200 intersections. OCTA will be seeking Board guidance on key elements of the Master Plan in 2010 and will include that information in the Master Plan. The Master Plan builds on all of the signal synchronization work OCTA accomplished as part of M1 and the TLSP projects.

Grade Separation Projects
Tresa Oliveri (714) 560-5374

In November 2006, California voters approved Proposition 1B to fund a variety of transportation projects and services. The Trade Corridor Improvement Fund is a competitive program within Proposition 1B to address the impacts of goods movement from the ports of California to points across the country. OCTA was awarded funding for seven grade separation projects.

<u>Project</u>	<u>Lead Agency</u>
Raymond Avenue Undercrossing	City of Fullerton
State College Boulevard Undercrossing	City of Fullerton
Placentia Avenue Undercrossing	OCTA
Kraemer Avenue Undercrossing	OCTA
Orangethorpe Avenue Overcrossing	OCTA
Tustin Avenue/Rose Drive Overcrossing	OCTA
Lakeview Avenue Overcrossing	OCTA

Design work is under way on all projects and construction is scheduled to begin on the Placentia Avenue and Kraemer Avenue projects in early 2011. The Lakeview Avenue Overcrossing is next in line to begin construction by the second quarter of 2011, with the Orangethorpe Avenue and Tustin Avenue/Rose Drive projects scheduled to begin by the fourth quarter of 2012.

Recent activity includes appraisal work related to the Placentia Avenue project and identification of parcels impacted by the Kraemer Avenue project. The Placentia Avenue project includes a detour road, requiring acquisition of property and temporary construction easements to accommodate the roadway so that the undercrossing can be built and through traffic can be maintained during the construction. The entire intersection of Kraemer Avenue and Crowther Avenue will be lowered to allow traffic to pass under the railroad tracks and retaining walls will be built requiring temporary construction easements and limited property acquisitions to accommodate a utility corridor along Kraemer Avenue.

In addition to the right-of-way activity, staff is meeting with a variety of utility company representatives to coordinate the utility relocations on every project. Ongoing coordination meetings occur monthly with city representatives and the BNSF railroad.

OCTA staff has met with stakeholders in Fullerton, Placentia and Anaheim to discuss the project impacts to their property. An outreach steering committee has been formed, in addition to a city manager forum with OCTA executive staff.

Metrolink

Grade Crossing Improvements

Mary Toutounchi (714) 560-5833

Orange County's at-grade rail-highway crossing (railroad crossing) safety enhancement project began in August 2009 and is continuing to make progress. Improvements to railroad crossings can cover a wide spectrum from basic safety improvements (improving crossing surfaces, reapplying pavement markings, and enhancing signage), to the installation of supplemental safety measures that allow for Quiet Zones where locomotives are no longer required to sound their horns.

Construction continues on railroad crossing safety enhancements in Orange and Anaheim. Signal crews are working at night and weekends installing conduits and foundations in preparation for pedestrian safety treatments at the crossings and synchronizing traffic signals with railroad signals. Civil construction crews also are working during the week installing new medians and sidewalks, resurfacing pavement, re-stripping lines, and installing new signage.

Construction for all 51 railroad crossings in the eight participating cities is anticipated to be completed by the end 2011. OCTA staff and the Southern California Regional Rail Authority (SCRRA) construction teams continue to meet weekly with partner cities to coordinate construction activities and to ensure that any issues are resolved early to avoid possible delays.

Once construction is completed, cities will be eligible to establish a Quiet Zone through the Federal Railroad Administration should they choose. A quiet zone is an area along the train tracks where trains are not required to sound their horns. Many of the cities have already completed the first step of this process by submitting a Notice of Intent (NOI) to implement a Quiet Zone to the Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), and appropriate railroad agencies.

Installation of pedestrian gate foundations, sidewalk improvements, raised medians, handrails, and pedestrian swing gates have been completed for most of the crossings in Orange. In Anaheim, signal foundations and conduits have been installed at several specific crossings and civil construction of medians and sidewalk improvements began in October 2009.

A comprehensive public outreach program also has been established to notify communities of construction impacts such as road detours, nighttime work, and dust impacts throughout the program. The goal is to inform and engage the public throughout the construction period, raise awareness of increased train service, and partner with participating cities to create a quiet zone outreach program. During the fourth quarter, 21 e-mailed construction alerts have been distributed to more than 700 residents throughout the county, specifically in the cities of Anaheim, Fullerton, Orange and Santa Ana. The project's e-mail account and toll-free hotline have received 12

e-mailed inquiries and four voicemails. A communications survey was also sent to people who subscribe to the construction alerts. Fifty-five percent of those who responded said the information that is shared is helpful, and 40 percent said that it is very helpful.

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

Rail Safety

Sarah Swensson (714) 560-5376

The “Be Rail Safe” education program continues to visit community groups along the rail corridor. Four presentations were given in Anaheim to nearly 100 people, regarding future construction schedules and tips on how to be rail safe. Based on evaluations from these presentations, 90 percent of those attending rated the rail safety program as excellent and 92 percent were very supportive of the program.

The “Be Rail Safe” team was also very proactive in multi-cultural outreach. A rail safety roundtable was held in Garden Grove with more than 100 community leaders from the Vietnamese, Korean, Chinese and Hispanic communities to discuss how rail safety messages can be communicated through their organizations.

Since creating the two animated rail safety characters, Max and Lucy, a rail safety quiz for children has been developed and a new rail safety blog was created (www.railsafesarah.blogspot.com).

The “Be Rail Safe” team also shared rail safety tips with community members at the Swallows Day Festival in San Juan Capistrano. More than 5,000 people participated in the festival, creating an ideal opportunity for the rail safety team to distribute safety messages to children and adults.

Go Local

Go Local Fixed-Guideway

Kelly Long (714) 560-5725

Project development continued with concepts for the two Board-approved Go Local fixed-guideway projects, one from the city of Anaheim and the second from the cities of Santa Ana and Garden Grove. Both teams are currently under way with step two efforts to complete detailed planning including alternatives analysis (AA) and environmental clearance activities.

Consistent with the state and federal AA and environmental clearance practices, the city of Anaheim is developing the technical studies and reports for the recently named, Anaheim Rapid Connection (ARC) project. The AA project activities included the development of the Scoping Report, AA report outline, and cost methodology report. The draft environmental studies prepared during the reporting period include technical memos on biological resources, geology, and paleontological studies.

The project team from the cities of Santa Ana and Garden Grove developed the Purpose and Need Statement for their project. The Purpose and Need Statement was prepared to describe the transportation and mobility characteristics of the study area and provide a clear understanding of the transportation issues in the study corridor. Consistent with state and federal requirements, the city team expects to conduct a scoping meeting to review project alternatives and technologies with the public next quarter.

OCTA staff continued its ongoing participation, review and comment on development activities and deliverables related to both fixed-guideway projects. In addition, OCTA staff engaged the Federal Transit Administration (FTA) staff in discussions on the AA and environmental clearance processes for both projects.

All planning work done as part of steps one and two of the Go Local program is funded M1 in preparation for the implementation of project S (transit extensions to Metrolink), funded by M2. Staff continues to develop guidelines for the evaluation of Go Local projects that will compete for M2, project S funds. Staff expects to bring draft guidelines for the Board's consideration in summer 2010.

Go Local Bus/Shuttle

Dana Wiemiller (714) 560-5718

During the reporting period, task one service planning work concluded in each of the six bus/shuttle sub-regions, which included a review of existing plans, studies and data and preliminary meetings with cities and stakeholder groups. A ridership estimation tool was developed to ensure consistent evaluation among all service planning consultants when assessing the viability and feasibility of all step two bus/shuttle concepts.

The Board approved a system-wide transit study in November that impacts Go Local bus/shuttle service planning. As a result, the schedule for step two service planning has been extended through December 2010 to allow coordination with the system-wide study and ensure an evaluation of both regional and community transit objectives.

All planning work done as part of steps one and two of the Go Local program is funded by M1 in preparation for the implementation of Project S (transit extensions to Metrolink), funded by M2. Staff continues to develop guidelines for the evaluation of Go Local projects that will compete for M2 Project S funds. Staff expects to bring draft guidelines for the Board's consideration in summer 2010.

Community-Based Transit Circulators

Dana Wiemiller (714) 560-5718

A total of 22 Project V concepts have been incorporated into step two service planning. During the reporting period, project concept summaries were prepared and advanced to the consultants for service planning cost estimates. The Board approved amendments to the contracts with the project management and service planning consultants to accommodate the additional costs resulting from the addition of Project V concepts.

Environmental Committees

Marissa Espino (714) 560-5607

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

Water Quality Program

The M2 Environmental Cleanup Allocation Committee (Allocation Committee) is designed to make recommendations to the Board on the allocation of funds for water quality improvements. These funds will be allocated on a countywide competitive basis to assist jurisdictions in meeting the Clean Water Act standards for controlling transportation-generated pollution.

During the first quarter of 2010, the Allocation Committee recommended approval of the draft funding guidelines and the framework for the allocation of water quality funding to the Transportation 2020 (T2020) Committee and the Board. The T2020 and Board will vote on the items in May 2010.

The Allocation Committee also adopted a proposed funding design for T2020 and Board approval for the Tier 1 and 2 programs.

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

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

OCTA staff also completed an Environmental Cleanup Program citywide interest survey to determine the interest of Orange County agencies in the Tier 1 and Tier 2 grant programs and to determine their potential funding needs.

A total of 18 agencies (51%) responded they were interested in the Tier 1 program, and 17 agencies (49%) responded they were interested in the Tier 2 program. Data on funding needs and project information was also collected.

Finally, OCTA staff and the Allocation Committee began developing a Tier 2 planning study scope of work that will identify the most strategically effective areas, opportunities and types of investments to reduce road and freeway runoff impacts to waterways in Orange County.

Freeway Mitigation Program

The purpose of the M2 Freeway Mitigation Program Environmental Oversight Committee (EOC) is to make recommendations to the Board on the allocation of environmental freeway mitigation funds and monitor the implementation of a Master Agreement between OCTA and state and federal resource agencies. The Master Agreement will provide higher-value environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the 13 M2 freeway projects.

Since winter 2008/09, property owners, local government agencies and environmental groups have had the opportunity to make presentations to the EOC and provide information regarding potential conservation properties and restoration projects that could be funded through the freeway mitigation program.

During the first quarter of 2010, the T2020 and Board approved the acquisition property evaluation results and authorized OCTA staff to proceed with the appraisal process with a subset of the Group 1 acquisition proposals. Properties within Group 1 generally possess higher quality habitats and are larger sized properties that align with impacted habitats and contain covered species.

The Board's authorization allows the real estate process for land acquisitions to begin and involves:

- Retaining appraisers specializing in conservation lands
- Conducting appraisals
- Determining price expectation
- If needed, reevaluating remaining properties in Group 1 and Group 2
- Beginning discussions with landowners
- Conducting management cost analysis

This process is expected to take several months to complete.

In April, the EOC will review the preliminary results for the restoration proposals based on their biological characteristics and will consider a subset for further evaluation.

Ultimately, properties or restoration projects possessing the highest biological value that will benefit the freeway mitigation program will be recommended to the Board for consideration for acquisition and/or restoration funding.

Financing

Ken Phipps (714) 560-5637

Staff has updated the Measure M sales tax forecast with actual advances through March 2010. A June 2009 projection of taxable sales growth rates from the State Board of Equalization is being used for the balance of the M1 period, and the three-university average of sales tax forecasts from Chapman University, the University of California Los Angeles (Anderson Forecast), and California State University, Fullerton is being used to project M2 sales tax revenues.

As compared to the 2005 nominal revenue estimates, the first 12 months of M2 sales tax revenue is now projected to be more than \$120 million less than the 2005 projections and the average annual growth rate over the 30-year period is projected to decrease by approximately 0.5 percent. Overall, the nominal M2 sales tax revenue is projected to decrease from a 2005 estimate of \$24.3 billion to a revised estimate of \$14.3 billion for the 30-year period.