

## **Renewed Measure M Quarterly Report**

***April – June 2008***

The following is a summary of the progress made on the Renewed Measure M (M2) Early Action Plan (EAP) covering the period of April 2008 – June 2008.

### **Highway Projects**

Development of the freeway projects under the M2 program continued at a rapid pace during the second quarter of 2008. With all EAP projects underway, progress continued with the advancement of the conceptual design, environmental clearance, and final design. This effort will set the stage for the construction of 40 miles of freeway improvements, costing more than \$1.7 billion, over the next ten years.

The projects underway in the second quarter of 2008 were:

Project C – Caltrans is preparing a conceptual design study to identify options to increase capacity of the Santa Ana Freeway (I-5) corridor between Avenida Pico and Pacific Coast Highway, through the communities of San Clemente and Dana Point. This study will evaluate the benefits of extending the current high-occupancy vehicle (HOV) lanes on I-5 that currently end at the Pacific Coast Highway interchange, all the way down to Avenida Pico in San Clemente.

Project D – The City of San Juan Capistrano released a draft of the environmental analysis of proposed improvements to the I-5/Ortega Highway (SR-74) interchange for public review. The city, working with Caltrans, identified five alternatives to improve traffic flow within the interchange. These five options will be reviewed by various public agencies and the public, and their comments will be considered before a final design alternative is selected.

Project F – The Orange County Transportation Authority (OCTA) is preparing a feasibility study to look at options to improve the Costa Mesa Freeway (SR-55) between the San Diego Freeway (I-405) and I-5, passing through the communities of Costa Mesa, Irvine, Tustin, and Santa Ana. The study is looking at the feasibility of lane additions within this corridor and possible improvements to the freeway interchanges to reduce traffic congestion in the area.

Project G – OCTA is preparing the final design for a new northbound lane on the Orange Freeway (SR-57) from Orangethorpe Avenue to Lambert Avenue through the communities of Fullerton, Placentia, and Brea. It is expected that the widening of the freeway in the northbound direction can be accommodated within the existing right of way. In addition, the OCTA is preparing an environmental analysis to add a new northbound lane on SR- 57 between Katella Street and Lincoln Avenue in the Anaheim area. This study will identify any potential environmental impacts of the project and will propose mitigation measures to minimize any unavoidable impacts.

Project H – Work continued on OCTA’s effort to advance an environmental document to add a new westbound lane to the Riverside Freeway (SR-91) between I-5 and SR-57 in the Anaheim area. This effort is looking at environmental and design issues related to adding the new lane and identifies the most practical approach with the least impact on existing properties along the freeway.

Project I – OCTA is preparing a feasibility study to look into options for improving the SR-91/SR-55 interchange and to add capacity along SR-91 between SR-57 and SR-55. This feasibility study will evaluate previous studies done in the area and pick some of the best options to advance into the conceptual design phase.

Project J – Three projects are being advanced along SR- 91 to relieve traffic congestion in the corridor connecting Orange County and Riverside County. Caltrans is advancing the final design of a new westbound lane between the Corona Freeway (SR-71) in Riverside County and the Foothill-South (SR-241). This project will extend the existing westbound auxiliary lane that terminates before Green River Road to the SR-71 interchange. Caltrans is also preparing an environmental analysis for adding one new lane each way along SR-91 from SR-55 to SR-241. This project will add significant new capacity through the cities of Anaheim and Placentia. The third project, being advanced by the Riverside County Transportation Commission, is to add a new lane each way between SR-241 in Anaheim to the Corona Freeway (I-15) in Corona. They are currently preparing an environmental analysis for proposed improvements.

Project K – OCTA completed the conceptual design for adding one new lane each way on I-405 between SR-55 and the San Gabriel River Freeway (I-605). These improvements will add mainline capacity and improve the local interchanges along the corridor that serves the communities of Santa Ana, Costa Mesa, Fountain Valley, Huntington Beach, Westminster, Seal Beach, and Los Alamitos. The environmental analysis of the proposed improvements will begin in the next quarter.

### **Signal Synchronization**

In January 2008, OCTA completed the Euclid Street Signal Synchronization Project that optimized signal timing along a 16-mile segment of Euclid Street. Travel times along Euclid Street were improved between 16 and 24 percent with the new timings.

A second synchronization project at OCTA along a nine-mile segment of Oso Parkway/Pacific Park Drive is currently under way. Optimized timing has been implemented in conjunction with strategic signal system upgrades and a monitoring effort. Studies show that travel times along Oso Parkway/Pacific Park Drive were improved between 20 and 31 percent.

In April 2008, the California Transportation Commission (CTC) awarded OCTA \$4 million as part of the Proposition 1B Traffic Signal Synchronization Program. This, combined with \$4 million from Measure M, will provide \$8 million to fund signal synchronization along ten significant street corridors comprised of 533 signalized

intersections over the next three years. OCTA has developed a schedule to fund and implement these projects and will start the first set of these projects in January 2009.

Finally, OCTA began developing a master plan for the Regional Traffic Signal Synchronization Program. The \$450 million program is funded by Renewed Measure M. The goal of the program is to improve the flow of traffic by developing and implementing regional signal coordination through more than 2,000 intersections. The master plan effort will be complete in fall 2009.

**Trade Corridors Improvement Fund (TCIF) Projects**

In the second quarter, it was announced that Orange County would receive \$218 million from the state to help offset the impacts of goods moving from the ports of Long Beach and Los Angeles through the region.

The funding was allocated by the CTC, which is allocating \$3 billion to agencies statewide through the TCIF.

OCTA received funding for seven grade separations and one freeway project. OCTA will provide \$263 million in matching funds, bringing to \$481 million the total for the projects that are set to begin construction in the next two to five years. The TCIF funding offsets funds that would otherwise come from M2.

TCIF Projects:

<b>Orange County TCIF Projects</b>	<b>Total Project (Millions)</b>	<b>TCIF Funding (Millions)</b>	<b>Local Match (Millions)</b>
SR-91WB Lane Addition (From I-5 to SR-57)	\$73.40	\$34.95	\$38.45
State College Boulevard (Fullerton)	\$62.08	\$30.73	\$31.35
Placentia Avenue Undercrossing (Placentia and Fullerton)	\$29.87	\$14.93	\$14.94
Orangethorpe Avenue Overcrossing (Placentia and Anaheim)	\$83.96	\$41.67	\$42.29
Kraemer Boulevard Undercrossing (Placentia)	\$45.91	\$22.64	\$23.27
Raymond Avenue (Fullerton)	\$63.74	\$12.76	\$50.98
Lakeview Avenue Overcrossing (Placentia and Anaheim)	\$58.53	\$28.69	\$29.84
Tustin Avenue/Rose Drive Overcrossing (Placentia and Anaheim)	\$63.40	\$31.39	\$32.01

**Metrolink Expansion**

As a result of planned increases in passenger and freight rail traffic on the three rail lines in Orange County, a renewed focus has been placed on at-grade rail-highway

crossing (grade crossing) improvements. Improvements to grade crossings can cover a wide spectrum, beginning with basic safety improvements (improving crossing surfaces, re-applying of pavement markings and enhancing signing), to the installation of supplemental safety measures that allow for the reduction of locomotive horn blowing (quiet zones).

On August 27, 2007, the OCTA Board of Directors approved the implementation strategy for the grade crossing enhancement program and quiet zone improvements at 53 grade crossings in Orange County. Since then, significant efforts have been undertaken to advance the program towards completion by the spring 2010. The 30 percent design was completed in May 2008, and cities' review and comments were received. On June 23, 2008, a program update was provided to the OCTA Board of Directors. A budget amendment was approved for an additional \$10 million to the current \$60 million program budget based on updated cost estimates generated at 30 percent design completion. The current design phase should be completed in August 2008.

To see the Rail-Highway Grade Crossing enhancement Program Update, [click here](#).  
(*Link to 6/23/08 board agenda*)

### **Go Local**

The GoLocal program is a four-step program designed to enhance connections between the Metrolink stations in Orange County and surrounding communities. Since the inception of the Go Local program, Orange County cities have worked to develop concepts either individually or in partnership with neighboring cities. All 34 cities received a \$100,000 grant from OCTA to study possible extensions linking major activity and employment centers with a Metrolink station. Cities began submitting their findings in March and final reports were due June 30, 2008, ending the first step of the program.

Step One report evaluations are now under way and the OCTA Board of Directors awarded the first round of Go Local Step Two funds. The City of Anaheim has been awarded \$5.9 million for detailed planning, alternatives analysis, conceptual engineering, and state and federal environmental clearance for the Anaheim Regional Transportation Intermodal Center (ARTIC) to The Platinum Triangle to Anaheim Resort Connector. The City of Santa Ana also has been awarded \$5.9 million to undergo similar activities for the Fixed Guideway: Santa Ana Regional Transportation Center to Harbor Boulevard proposal. Although Go Local Step Two is funded through M1, the detailed planning efforts are needed to prepare before competing for M2 Project S and other funds.

Consistent with previous OCTA Board of Directors direction, the Irvine Guideway Demonstration Project was formally included as a Go Local project, although Step Two of the project has already been funded with OCTA contributing \$5.2 million of federal Congestion Mitigation and Air Quality funds, and \$1.3 million being provided by City of Irvine local funding.

As part of Go Local Step Two, all proposed mixed-flow bus/shuttle routes need to be evaluated to refine the proposed concepts and routings prior to further action by the OCTA Board of Directors. In May 2008, the Board directed that staff procure outside resources that would work directly with the participating cities to conduct service planning activities according to a set of guidelines established by OCTA. This approach will ensure uniformity in merging existing and new service into a cohesive transit system by maximizing the overall transit service and avoiding duplication of services. The Board also directed staff to procure additional resources to supplement the Step Two programmatic development of the three fixed-guideway proposals, including program management oversight and technical support.

Staff will be requesting the Board's approval to release a request for proposals (RFP) in July 2008 for both tasks. The deadline for Go Local Step One final reports was June 30.

### **Environmental Programs**

The Environmental Cleanup Allocation Committee (Allocation Committee) and the Environmental Oversight Committee (EOC) both began meeting on a monthly basis starting in January 2008. The Allocation Committee makes recommendations to the Board of Directors on the allocation of funds for water quality improvements and is currently developing a framework for competitive allocation of water quality funding.

The Allocation Committee has identified two priority categories for consideration by the OCTA Board of Directors for water quality funding: a catch basin filter program and a new capital projects program. The committee is in the process of developing more detail and determining how to design funding programs around these priorities. This includes surveying city and county public works staff to understand better the status of local water quality efforts and needs.

The purpose of the EOC is to make recommendations to the OCTA Board of Directors on the allocation of environmental freeway mitigation funds and monitor the implementation of a master agreement between OCTA and state and federal resource agencies. The master agreement will provide higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the freeway program as a whole.

The EOC committee and its two ad-hoc working groups, the Master Agreement Working Group and Mitigation Working Group, continue to build an inventory of the potential environmental impacts of the M2 freeway projects and are developing a draft framework for the master agreement. They have also begun developing a proposed set of criteria for determining a list of potential land acquisitions and restorations.

A progress report on the efforts of both environmental committees will be presented to the OCTA Board of Directors in August 2008.

## **Finances**

OCTA has received updated sales tax forecasts from the three universities that are contracted to provide this information, namely Chapman University, the University of California Los Angeles (Anderson Forecast), and California State University, Fullerton. Staff is currently reviewing the forecast data and will apply it to actual revenue receipts for fiscal year 2008 to come up with an updated M2 forecast. The forecast results will be provided to the OCTA Board of Directors in the coming months.