

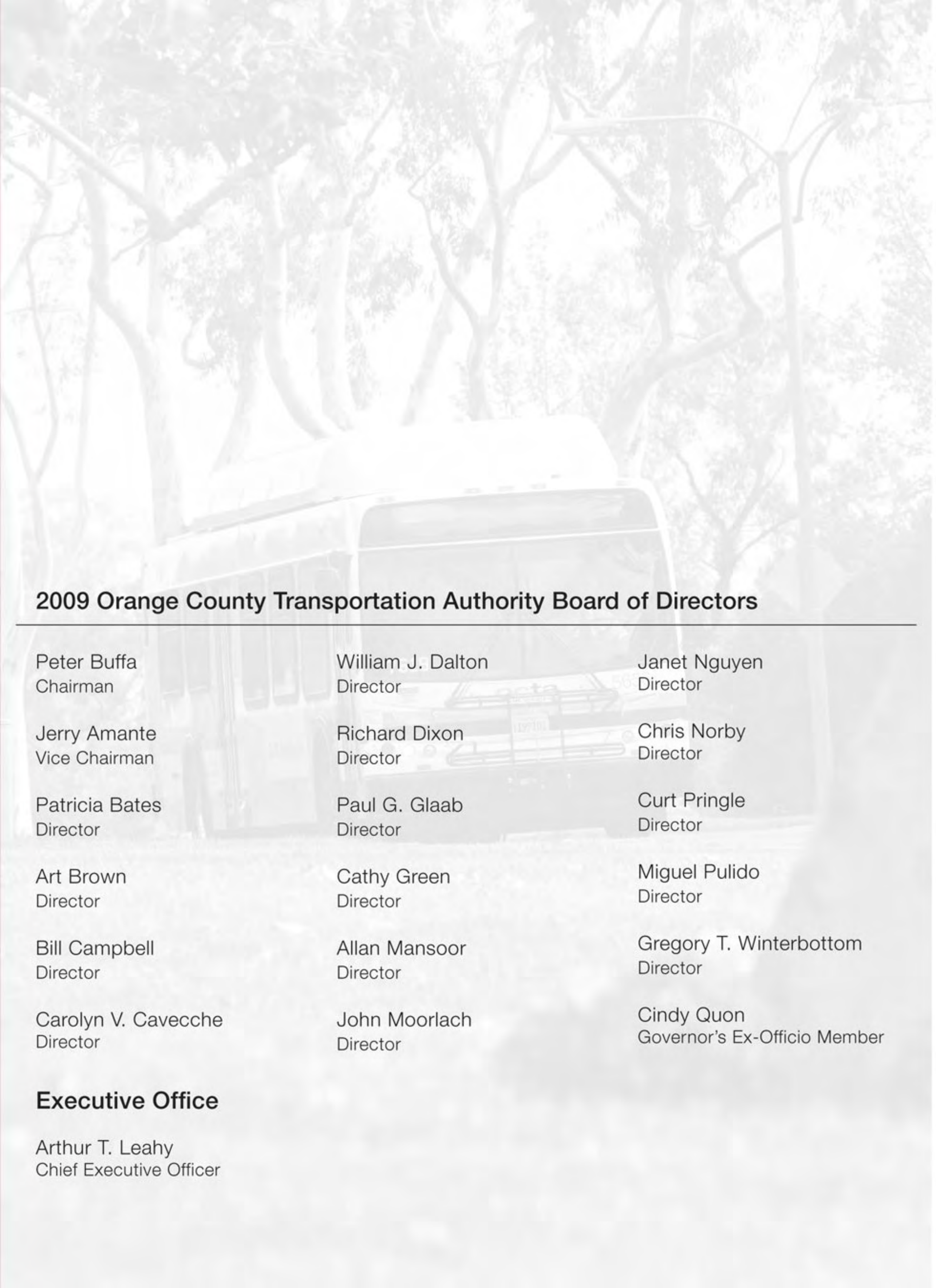
# 2008 MEASURE M ANNUAL PROGRESS REPORT



ENSURING MOBILITY TODAY AND TOMORROW



Orange County Transportation Authority



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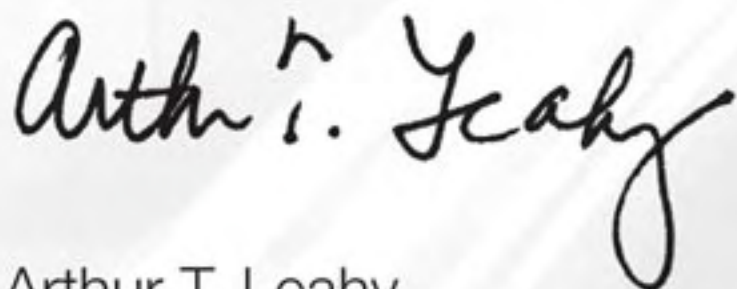
Arthur T. Leahy  
Chief Executive Officer

Dear Friend,

It is my pleasure to present the Measure M 2008 Progress Report. The attached report emphasizes the progress made in fulfilling our promises to Orange County voters under the original Measure M. The report provides a summary of improvements made to Orange County's freeways, streets and roads, and transit system during fiscal year 2008. The report also summarizes the progress made on freeway projects contained in the Renewed Measure M Early Action Plan.

I am proud of OCTA's accomplishments in improving Orange County's transportation system under Measure M. I hope that you enjoy reading about them in this progress report. With your support, we will continue to deliver needed transportation solutions under the Renewed Measure M program.

Sincerely,

A handwritten signature in black ink that reads "Arthur T. Leahy". The signature is written in a cursive style with a small "h" above the "r" in "Leahy".

Arthur T. Leahy

Chief Executive Officer

## Improving Transportation in Orange County

### VOTERS TAKE ACTION

When traffic congestion threatened to bring freeways to a standstill, Orange County voters took action. In 1990, they approved Measure M, a 20-year program for local transportation improvements funded by a half-cent sales tax. Measure M formed a contract with Orange County voters that focused on three major areas—freeways, streets and roads, and transit.

Specific safeguards were put in place to review and certify that funds are spent according to the voter-approved plan. Voters entrusted the newly created Orange County Transportation Authority (OCTA) to administer Measure M funds.

**SANTA ANA FREEWAY (I-5)** Construction on the Santa Ana Freeway (I-5) Gateway Improvement Project passed the 50 percent completion mark in fall 2008. The northbound Artesia Boulevard underpass, the Western Avenue and Stanton Avenue overpasses have all been reconstructed. Approximately 50 percent of the new retaining walls with decorative features are complete. The project is scheduled for completion by fall 2010.



**GARDEN GROVE FREEWAY (SR-22)** The Garden Grove Freeway (SR-22) Improvement Project was completed in May 2008 and has been turned over to the California Department of Transportation (Caltrans). The project covered 12 miles of freeway and added continuous access carpool lanes from approximately the Costa Mesa Freeway (SR-55) to Valley View Street, auxiliary lanes and several interchange improvements.



**STREETS AND ROADS** During fiscal year 2008, the City of Anaheim Smart Street project from Humor to Jean was issued \$4.9 million toward the right-of-way phase, the City of Lake Forest was issued \$1.4 million for efforts in improving El Toro Road from I-5 to Jutewood Place/Cornelius Drive, and the City of Costa Mesa Harbor Corridor project was issued \$1.4 million toward the construction phase. The two Smart Street projects in the City of La Habra were issued \$2.6 million toward engineering and right-of-way phases, and the County was issued over \$1 million for efforts in the widening of Irvine Avenue.



OCTA allocated \$45.8 million in Measure M funds through the competitive Combined Transportation Funding Program and \$41.1 million in formula turnback funds for a total investment of \$86.9 million to streets and roads in Orange County. Since the passage of Measure M in 1990, local cities and the County have received more than \$952.7 million in Measure M revenues.

**METROLINK RAIL TRANSIT** Measure M continued to provide funding for Orange County's three Metrolink commuter rail lines during fiscal year 2007-2008. Total annual ridership for Orange County increased significantly and exceeded 4 million passengers for the fiscal year. A new Metrolink station opened in Buena Park during September 2007—the eleventh Metrolink station in Orange County.

The Metrolink Service Expansion Program reached several milestones. Design for the track and infrastructure improvements needed for the increased service was completed in June 2008. Construction of the Orange Station pedestrian undercrossing began, with completion scheduled for February 2009. A four-level parking structure with 1,500 new spaces opened in August 2008 at the Irvine Transportation Center. An 825-space parking structure at the Tustin Metrolink station was in the early stages of the design process.

The innovative Go Local program was developed to enhance connections between the Metrolink stations and surrounding communities. All 34 cities received a \$100,000 grant from OCTA and submitted final reports in June, ending the first step of the program.

**BUS TRANSIT** A total of \$1 million was used to fund bus fare stabilization for Orange County senior citizens and people with disabilities, enabling them to travel where they needed to go.



### **Responding to the Economic Downturn**

The current economic recession has affected Orange County. Sales tax revenues, a vital funding source for Measure M and Renewed Measure M transportation improvement projects, are down 5 percent from last year. State and federal gasoline taxes are also down. These reductions in funding directly impact Orange County's future transportation improvements.

In the face of the current economic situation, OCTA has taken swift and decisive action. OCTA has accelerated project development and design work and established aggressive schedules for all Renewed Measure M Early Action Plan projects. These actions have put Orange County in line to receive state infrastructure bond funds, which help offset the loss in revenues from the recession.

There are other reasons for optimism. OCTA's preparations have positioned Orange County to benefit from proposed economic stimulus and infrastructure improvement programs. OCTA has identified \$2 billion in transportation projects that, if funded and given priority, could begin in 2009, which will create 56,000 jobs and help revive the economy. Construction bid prices are decreasing and right-of-way costs have become more affordable. OCTA is ready to deliver the transportation solutions and economic stimulus Orange County needs.

# EARLY ACTION PLAN PROJECTS

With most of its promised improvements completed, Measure M will end March 31, 2011. By 2030 Orange County's population is projected to increase 24 percent to 3.6 million. Employment will increase 27 percent and traffic will increase 39 percent.

With this growth and the many Measure M accomplishments in mind, on November 7, 2006, Orange County voters approved the continuation of Measure M for another 30 years to 2041.

In 2008 OCTA obtained financing for Early Action Plan projects through a Tax-Exempt Commercial Paper program secured by future sales tax revenues. The program will provide \$400 million for highway project development, design, right of way, and construction.

## A New Set of Improvements

Renewed Measure M will bring continued improvements to Orange County freeways, streets and roads, and our transit system. Renewed Measure M also contains provisions for environmental cleanup to protect Orange County beaches from pollution that washes off roads and freeways.

## Getting An Early Start

To provide traffic congestion relief on Orange County freeways as quickly as possible, OCTA developed an Early Action Plan for Renewed Measure M. Under the plan, these major freeway projects will be underway by 2012:

**Project C**—Caltrans is preparing a conceptual design study to identify options to increase capacity of the Interstate 5 (I-5) corridor between Avenida Pico and Pacific Coast Highway. This study will evaluate the benefits of extending the current high-occupancy vehicle (HOV) lanes on I-5 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. Various public agencies and the public will review these five options, and their comments will be considered before a final design alternative is selected.

**Project F**—The OCTA is preparing a feasibility study to look into options to improve the Costa Mesa Freeway (SR-55) between the San Diego Freeway (I-405) and I-5. The study will examine the feasibility of lane additions within this corridor and possible improvements to the freeway interchanges to reduce traffic congestion in the area.

**Project G**—The OCTA is preparing the final design for a new northbound lane on the Orange Freeway (SR-57) from Orangethorpe Avenue to Lambert Avenue. 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**—The OCTA is advancing an environmental document to add a new westbound lane to the Riverside Freeway (SR-91) between I-5 and SR-57 in Anaheim. This effort will identify the most practical approach with the least impact on existing properties along the freeway.

**Project I**—The 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 eastbound lane between the Foothill South

(SR-241) and the Corona Freeway (SR-71) in Riverside County. This project will extend the existing eastbound 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 city of Anaheim. 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.

synchronization demonstration project along Euclid Street in the cities of La Habra, Fullerton, Anaheim, Garden Grove, Santa Ana and Fountain Valley.

### Expanding Transit Services

Orange County's transit system also will get a boost from Renewed Measure M.

Metrolink ridership in Orange County increased to 4 million during the past year. Progress was made on the Metrolink Service Expansion Plan to increase the frequency of weekday train service between Fullerton and Laguna Niguel/Mission Viejo. Track and station improvements are underway. Existing rail stations



Orange County voters approved by nearly 70 percent the continuation of Measure M for another 30 years to 2041.



**Project K**—The 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, Fountain Valley, Huntington Beach, Westminster, Seal Beach, and Los Alamitos. The Project Study Report is complete. In addition, OCTA is considering additional improvements for this project including high-occupancy toll (HOT) lanes.

### Continuing Improvement for Streets and Roads

Renewed Measure M includes funds for Orange County's more than 7,200 miles of aging streets and roads. When Renewed Measure M takes effect in 2011, thirty-two percent of net revenues will be used to maintain streets, fix potholes, improve intersections and widen city streets and county roads. OCTA is working with local agencies on a regional traffic signal synchronization program to help reduce stop-and-go patterns and improve traffic flow on major arterial streets. To show the effectiveness of synchronizing traffic signals, in 2007 OCTA completed a signal

will be developed into regional transportation hubs. Renewed Measure M will help fund local transit connections to these hubs.

### Cleaning Up the Environment

Renewed Measure M will help mitigate the environmental impacts of freeway improvements and encourage habitat protection, wildlife corridors and resource preservation. Renewed Measure M also contains a water quality and environmental cleanup program. Two percent of gross revenues will be set aside to protect Orange County beaches from pollution that washes off our roads and freeways. This environmental cleanup program will help improve existing pollution reduction efforts by cities and the county to keep our roadways and beaches clean.



# KEEPING PROMISES. MEETING MILESTONES 1991 - 2008

## 1991 - 1995

- Orange Freeway (SR-57) widening was completed one year early and \$16 million under budget.
- Nearly \$1.8 million awarded for bikeways projects.
- \$4.95 million approved for signal improvement projects.
- Orange County Metrolink commuter rail service begins with the Orange County Line.
- Orange County's second Metrolink line, the Inland Empire-Orange County Line, debuts.
- San Clemente Metrolink station opens.
- \$3.5 million provided for traffic signal improvements countywide.

## 1996 - 2000

- Six miles of new carpool lanes open on Santa Ana Freeway (I-5) South.
- Anaheim Canyon Metrolink station opens on Inland Empire-Orange County Line.
- Orange County Metrolink Line transports one-millionth passenger.
- El Toro Y Project completed.
- Construction complete on the first of four SR-91 projects.
- Beach Boulevard "Smart Street" completed.
- \$11.6 million granted to 59 signal improvement projects countywide.
- More than \$60 million allocated for nearly 200 street and road projects in 1999.

- SR-91 Improvement Project completed from SR-57 to Los Angeles County line.
- \$12 million granted to 63 signal improvement projects countywide.
- More than \$19.5 million awarded to 22 projects under Intersection Improvement Program.

## 2001-2005

- I-5 North Improvement Project completed.
- Metrolink service expands on Inland Empire-Orange County Line.
- 212 street and road projects in 29 cities and County of Orange approved.
- Citizens Oversight Committee approves amendment to Measure M Expenditure Plan to include SR-22 Freeway.
- SR-55 Freeway Improvement Project completed.
- Metrolink 91 Line between Riverside and Los Angeles via Fullerton launched.
- Tustin and Laguna Niguel/Mission Viejo Metrolink stations open.
- More than \$19.7 million distributed to Orange County cities for regional street and road improvements.
- \$40.3 million distributed to cities for local street and road projects.
- 10th Anniversary of Metrolink commuter rail service in Orange County.
- Carpool lanes open on I-405/SR-55 Interchange.
- I-405/SR-55 Interchange completed.
- Major Metrolink service expansion approved.

## 2006-2007

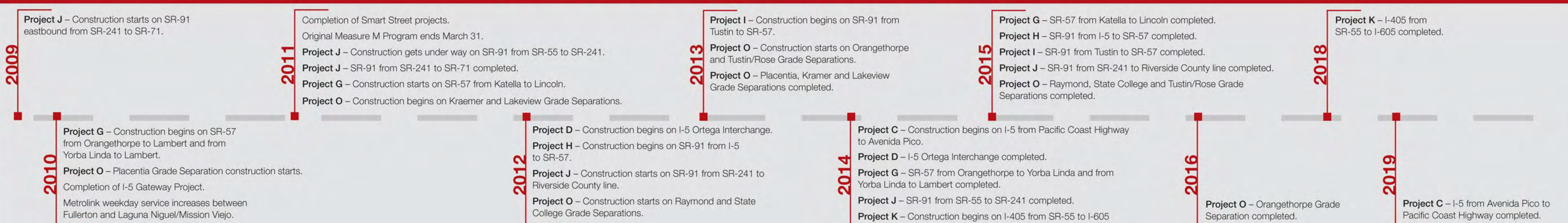
- Renewed Measure M Transportation Investment Plan approved by voters.
- Metrolink Weekends service debuts on Orange County and Inland Empire-Orange County lines.
- I-5 Gateway Project construction begins.
- Early Action Plan for Renewed Measure M projects developed.
- Katella Avenue Smart Street Project received \$1 million to begin construction.
- The Gene Autry Way west project in Anaheim received \$1.5 million funding.
- The 17th Street/Orange Avenue intersection in Cost Mesa was improved with \$586,000 in Measure M funds.
- Laguna Canyon Road project completed with \$3.5 million supplied by Measure M.
- El Toro Road widening project in Lake Forest completed with \$3.9 million in Measure M funds.
- Avenida La Pata Extension in San Clemente completed with \$1 million in Measure M funds.
- OCTA helps the City of Anaheim begin development of the Anaheim Regional Transportation Intermodal Center (ARTIC), a world-class transportation gateway.
- Buena Park Metrolink station opens.
- Pedestrian overcrossing completed at the Depot at Santa Ana.

## 2007-2008

- Garden Grove Freeway (SR-22) Improvement Project completed.
- Santa Ana Freeway (I-5) Gateway Project reaches 50 percent completion.
- First step of Go Local program completed with all 34 cities receiving a \$100,000 grant to study possible transit extensions to Metrolink stations.
- The Anaheim Smart Street project from Humor to Jean was issued \$4.9 million toward the right-of-way phase.
- Lake Forest was issued \$1.4 million for efforts in improving El Toro Road from I-5 to Jutewood Place/Cornelius Drive.
- The Costa Mesa Harbor Corridor project was issued \$1.4 million toward the construction phase.
- Two Smart Street projects in the City of La Habra were issued \$2.6 million toward engineering and right-of-way phases.
- The County was issued over \$1 million for efforts in the widening of Irvine Avenue.
- Ridership on Orange County's three Metrolink rail lines exceeded 4 million.
- Design for track and infrastructure improvements needed for the increased service was completed as part of the Metrolink Service Expansion Plan.
- Construction of the Orange Station pedestrian undercrossing began.
- A four-level parking structure with 1,500 new spaces opened at the Irvine Transportation Center.
- An 825-space parking structure at the Tustin Metrolink station was in the early stages of the design process.

# IMPROVING THE FUTURE

## FREWAY PROJECTS 2009 - 2019





## Local Support for Street and Road Maintenance and Improvement

*Inception to June 30, 2008*

| CITY                   | INCEPTION TO<br>JUNE 30, 2008 |
|------------------------|-------------------------------|
| Aliso Viejo            | \$3,035,609.07                |
| Anaheim                | 54,217,376.84                 |
| Brea                   | 8,825,873.05                  |
| Buena Park             | 13,245,238.76                 |
| Costa Mesa             | 23,319,893.57                 |
| Cypress                | 8,695,273.60                  |
| Dana Point             | 5,534,825.36                  |
| Fountain Valley        | 10,651,251.85                 |
| Fullerton              | 21,254,655.56                 |
| Garden Grove           | 24,212,741.73                 |
| Huntington Beach       | 31,741,918.23                 |
| Irvine                 | 34,551,303.27                 |
| Laguna Beach           | 4,148,559.24                  |
| Laguna Hills           | 5,834,921.59                  |
| Laguna Niguel          | 10,514,061.01                 |
| Laguna Woods           | 1,472,106.95                  |
| La Habra               | 8,291,678.01                  |
| Lake Forest            | 10,838,067.43                 |
| La Palma               | 2,773,650.30                  |
| Los Alamitos           | 2,325,445.68                  |
| Mission Viejo          | 15,373,419.12                 |
| Newport Beach          | 15,237,128.17                 |
| Orange                 | 25,665,545.39                 |
| Placentia              | 7,666,054.32                  |
| Rancho Santa Margarita | 3,954,340.55                  |
| San Clemente           | 7,784,059.86                  |
| San Juan Capistrano    | 6,105,603.87                  |
| Santa Ana              | 48,569,686.89                 |
| Seal Beach             | 3,897,883.06                  |
| Stanton                | 4,871,390.19                  |
| Tustin                 | 13,316,521.73                 |
| Villa Park             | 889,339.75                    |
| Westminster            | 14,576,662.35                 |
| Yorba Linda            | 9,162,995.79                  |
| County Unincorporated  | 31,791,480.60                 |
| <b>Totals</b>          | <b>\$494,346,562.73</b>       |



## Local Support for Street and Road Maintenance and Improvement

*Fiscal year 2007-2008 ended June 30, 2008*

|                        |                        |
|------------------------|------------------------|
| Aliso Viejo            | \$482,539.55           |
| Anaheim                | 4,444,252.43           |
| Brea                   | 715,245.89             |
| Buena Park             | 1,131,290.42           |
| Costa Mesa             | 1,861,088.98           |
| Cypress                | 727,038.48             |
| Dana Point             | 439,715.51             |
| Fountain Valley        | 830,411.49             |
| Fullerton              | 1,674,820.38           |
| Garden Grove           | 1,941,982.67           |
| Huntington Beach       | 2,498,874.81           |
| Irvine                 | 3,191,674.72           |
| Laguna Beach           | 340,433.04             |
| Laguna Hills           | 476,654.24             |
| Laguna Niguel          | 892,654.53             |
| Laguna Woods           | 184,544.32             |
| La Habra               | 702,077.76             |
| Lake Forest            | 1,027,422.79           |
| La Palma               | 242,863.81             |
| Los Alamitos           | 174,481.34             |
| Mission Viejo          | 1,269,387.61           |
| Newport Beach          | 1,381,965.05           |
| Orange                 | 2,129,991.71           |
| Placentia              | 621,550.67             |
| Rancho Santa Margarita | 571,809.60             |
| San Clemente           | 732,356.92             |
| San Juan Capistrano    | 517,271.01             |
| Santa Ana              | 3,810,531.35           |
| Seal Beach             | 320,368.29             |
| Stanton                | 396,991.51             |
| Tustin                 | 1,049,058.96           |
| Villa Park             | 70,116.06              |
| Westminster            | 1,155,144.73           |
| Yorba Linda            | 766,783.22             |
| County Unincorporated  | 2,287,507.56           |
| <b>Totals</b>          | <b>\$41,060,901.40</b> |

## 2008 Measure M Distribution

### Schedule of Revenues and Expenditures Summary

(2007-2008)

#### Freeways (43%)

|   |               |
|---|---------------|
| I-5 between San Diego Freeway (I-405) and San Gabriel Freeway (I-605) | \$ 18,411,000 |
| I-5 between the I-5/I-405 Interchange and San Clemente                | \$ 674,000    |
| I-5/I-405 Interchange   | \$0           |
| Costa Mesa Freeway (SR-55) between I-5 and Riverside Freeway (SR-91)  | \$ 172,000    |
| Orange Freeway (SR-57) between I-5 and Lambert Rd.                    | \$ 3,000      |
| SR-91 between Riverside County line and Los Angeles County line       | \$78,000      |
| Garden Grove Freeway (SR-22) between SR-55 and Valley View St.        | \$ 65,737,000 |
| Subtotal:   | \$ 85,075,000 |
| Net (Bond Revenue) Debt Service:**                                    | \$ 9,430,000  |
| Total Freeways:   | \$ 94,505,000 |

#### Regional Streets and Roads (11%)

|   |              |
|---|--------------|
| Smart Streets   | \$18,034,000 |
| Regionally Significant Interchanges                         | \$8,989,000  |
| Intersection Improvement Program                            | \$6,535,000  |
| Traffic Signal Coordination                                 | \$6,586,000  |
| Transportation Systems and Transportation Demand Management | \$360,000    |
| Subtotal:   | \$40,504,000 |
| Net (Bond Revenue) Debt Service:**                          | \$72,000     |
| Total Regional Streets and Roads:                           | \$40,576,000 |

#### Local Streets and Roads (21%)

|   |              |
|---|--------------|
| Master Plan of Arterial Highway Improvements  | \$7,198,000  |
| Streets and Roads Maintenance and Improvements <sup>T</sup><br>(for individual city breakdowns, see other side) | \$41,061,000 |
| Growth Management Area Improvements   | \$4,439,000  |
| Subtotal:   | \$52,698,000 |
| Net (Bond Revenue) Debt Service:**  | —            |
| Total Local Streets and Roads:  | \$52,698,000 |

#### Transit (25%)

|  |              |
|--|--------------|
| Pacific Electric Right of Way              | \$59,000     |
| Commuter Rail                              | \$1,172,000  |
| High-Technology Advanced Rail Transit      | \$13,794,000 |
| Elderly and Handicapped Fare Stabilization | \$1,000,000  |
| Transitways                                | \$2,230,000  |
| Subtotal:                                  | \$18,255,000 |
| Net (Bond Revenue) Debt Service:**         | \$1,704,000  |
| Total Transit:                             | \$19,959,000 |

Total Measure M Expenditures<sup>TT</sup>: \$207,738,000

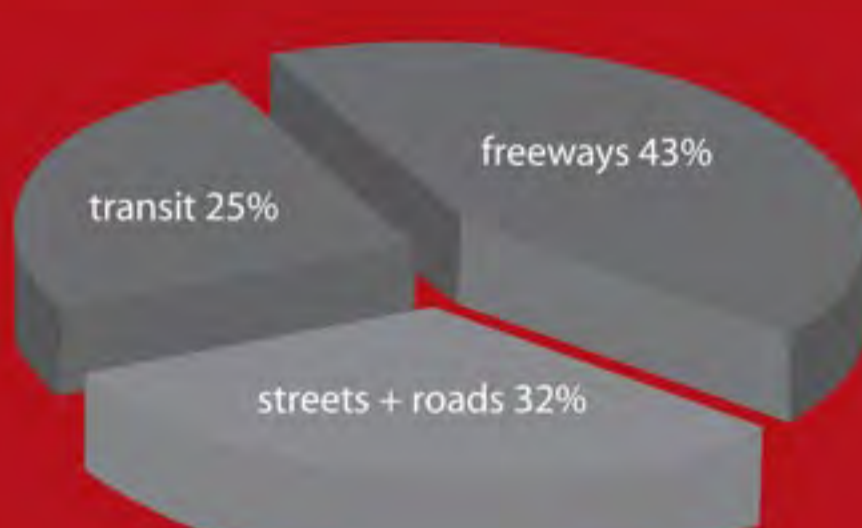
Net Measure M expenditures from inception to June 30, 2006 total \$2.7 billion.\*

\*Expenditures less reimbursement.

\*\*A portion of the Measure M Program was financed by bonds to advance freeway projects and take advantage of lower right-of-way and construction costs in the early 1990s.

<sup>T</sup>Does not include administrative costs.

<sup>TT</sup> Measure M expenditures less reimbursements.



#### Safeguarding Funds

The original Measure M Ordinance required a nine-member Citizens Oversight Committee (COC) to monitor OCTA's use of Measure M funds. Their job was to ensure that all revenue collected from Measure M was spent on voter-approved transportation improvement projects. The COC began meeting in January 1991 and met through June 2007. Every year since its inception in 1990, the COC has found OCTA in compliance with the requirements of Measure M.

The Renewed Measure M Ordinance No. 3 called for the COC to be transformed into the Taxpayers Oversight Committee (TOC) with eleven members. In August 2007, the TOC assumed the role of the COC with the same responsibilities.

#### Current TOC members as of January 1, 2009:

|                      |                                  |
|----------------------|----------------------------------|
| David Sundstrom,     | County Auditor-Controller, Chair |
| Narinder Mahal       | District 1                       |
| Charles Smith        | District 1                       |
| Brook Corbin         | District 2                       |
| Gilbert Ishizu       | District 2                       |
| Merlin Henry         | District 3                       |
| Greg Moore           | District 3                       |
| Frederick von Coelin | District 4                       |
| Rose Coffin          | District 4                       |
| Hamid Bahadori       | District 5                       |
| James Kelly          | District 5                       |