



ORANGE COUNTY TRANSPORTATION AUTHORITY

Measure M2 Program Workshop

PowerPoint



M2 Board of Directors Workshop

February 27, 2012

Workshop Overview

- Review M2 contract with voters
- Present status of M2 Early Action Plan (EAP)
- Share most recent financials
- Provide options for delivering M2
- Show possibilities between now and 2020
- Seek Board input on next steps

M1 – Promises Made, Promises Kept

- **Delivered over \$4 billion of improvements**
- **Leveraged \$1.2 billion external funds**
- **Accelerated M1 delivery with bonding**
- **Realized cost savings**
- **Provided mobility sooner**



M1 Results

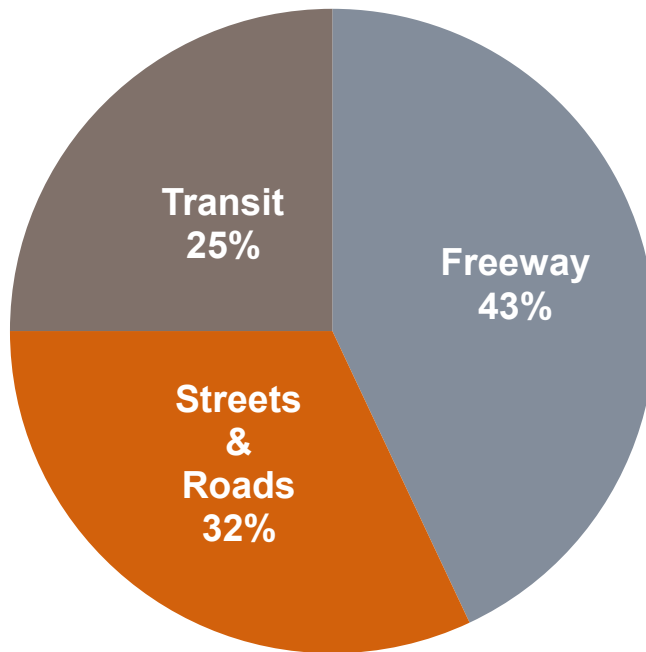
- **\$1.75B Freeways**
 - 192 new lane miles
 - Bonus SR-22 project
 - \$1.2B more in leveraged funds
- **\$1.3B Streets and Roads**
 - 1,000+ projects delivered
 - 170 intersections improved
- **\$1.0B transit**
 - 3 Metrolink lines, 11 stations
 - Stabilized senior/disabled fares





M2 Contract With Voters

Passed By Nearly 70%



MEASURE M M2 Projects and Programs		
Freeway Projects		
I-5	Santa Ana Freeway Interchange Improvements	A
I-5	Santa Ana/San Diego Freeway Improvements	B C D
SR-22	Garden Grove Freeway Access Improvements	E
SR-55	Costa Mesa Freeway Improvements	F
SR-57	Orange Freeway Improvements	G
SR-91	Riverside Freeway Improvements	H I J
I-405	San Diego Freeway Improvements	K L
I-605	Freeway Access Improvements	M
All	Freeway Service Patrol	N
Streets & Roads Projects		
	Regional Capacity Program	O
	Regional Traffic Signal Synchronization Program	P
	Local Fair Share Program	Q
Transit Projects		
	High Frequency Metrolink Service	R
	Transit Extensions to Metrolink	S
	Metrolink Gateways	T
	Expand Mobility Choices for Seniors and Persons with Disabilities	U
	Community Based Transit/Circulators	V
	Safe Transit Stops	W
Environmental Cleanup		
	Clean Up Highway and Street Runoff that Pollutes Beaches	X
Taxpayer Safeguards and Audits		
	Collect Sales Taxes (State charges required by law)	
	Oversight and Annual Audits	

Freeways – 43%



■ Projects A–N

- 13 freeway projects
- 5% for comprehensive environmental mitigation
- Freeway Service Patrol



Streets and Roads – 32%



- **Project O - Regional Capacity**
 - Receives 10% of net revenues

- **Project P - Signal Synchronization**
 - Receives 4% of net revenues

- **Project Q - Local Fair Share**
 - Receives 18% of net revenues



Transit – 25%



- **Project R** **Metrolink Expansion**
- **Project S** **Extensions to Metrolink**
- **Project T** **Metrolink Gateways**
- **Project U** **Mobility for Seniors/Persons with Disabilities**
- **Project V** **Community Transit**
- **Project W** **Safe Stops**



Environmental & Safeguards



Safeguards

- Taxpayers Oversight Committee
- Annual audits
- Triennial Performance Assessment
- 10-Year review

Project X Environmental Cleanup

- 2% gross revenues
- Competitive program
- Mitigates impact of street runoff



M2 Timeline



2006

- Measure M2 passed by voters

2007

- Early Action Plan adopted

2010

- Early Action Plan updated

2011

- M2 sales tax revenues began Apr 1



Early Action Plan (EAP) Status

EAP Guiding Principles

- **Project readiness**
- **Congestion relief / demand**
- **External funding**
- **Public opinion / support**
- **Project sequencing / connectivity**
- **Project duration cycle**

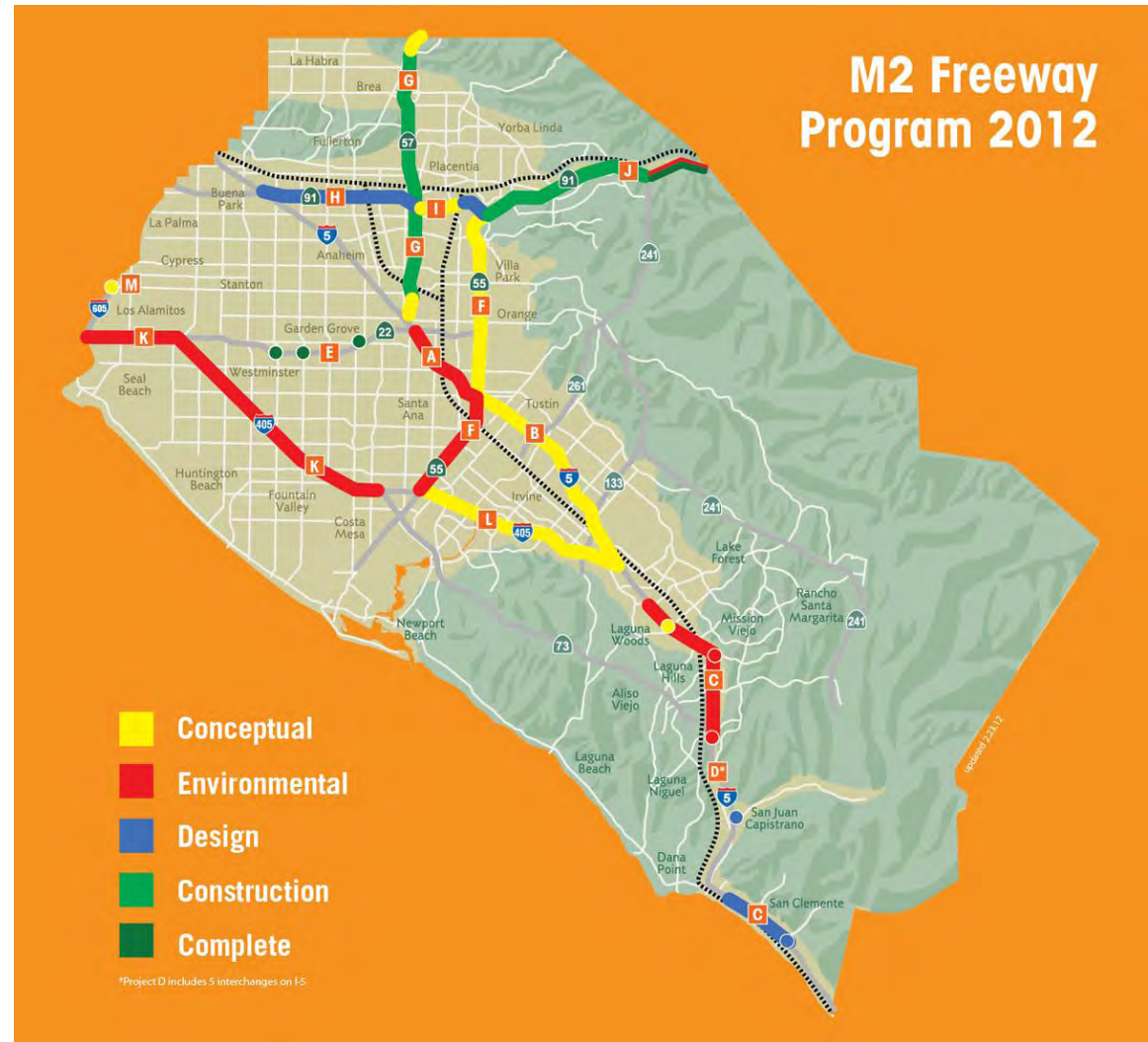


EAP Status - Freeway Program



RED = in environmental phase; next steps are design, right-of-way & construction

YELLOW = in conceptual engineering; next step is environmental phase



I-405



- **Public priority**
- **Hasn't been improved since 1989**
- **Carries 300,000 ADT**
- **Severe congestion**
- **Environmental nearing completion**



EAP Status – Streets & Roads



Complete eligibility process



Use \$165M for streets and roads improvements

- Issue calls for projects
- Initiate 7 grade separation projects

Roads & Signals:



- \$64 million awarded
- \$45 million under way

Grade Separations:

- \$130M awarded
- \$280M leveraged

EAP Status - Transit



Expand Metrolink	Added 6 trains Improved stations
Improve rail crossings, make safety improvements	
Award \$200M competitive funds – Projects R, S, T	\$123M awarded \$42M leveraged
Develop guidelines for programs for seniors and persons with disabilities	

EAP Status - Environmental

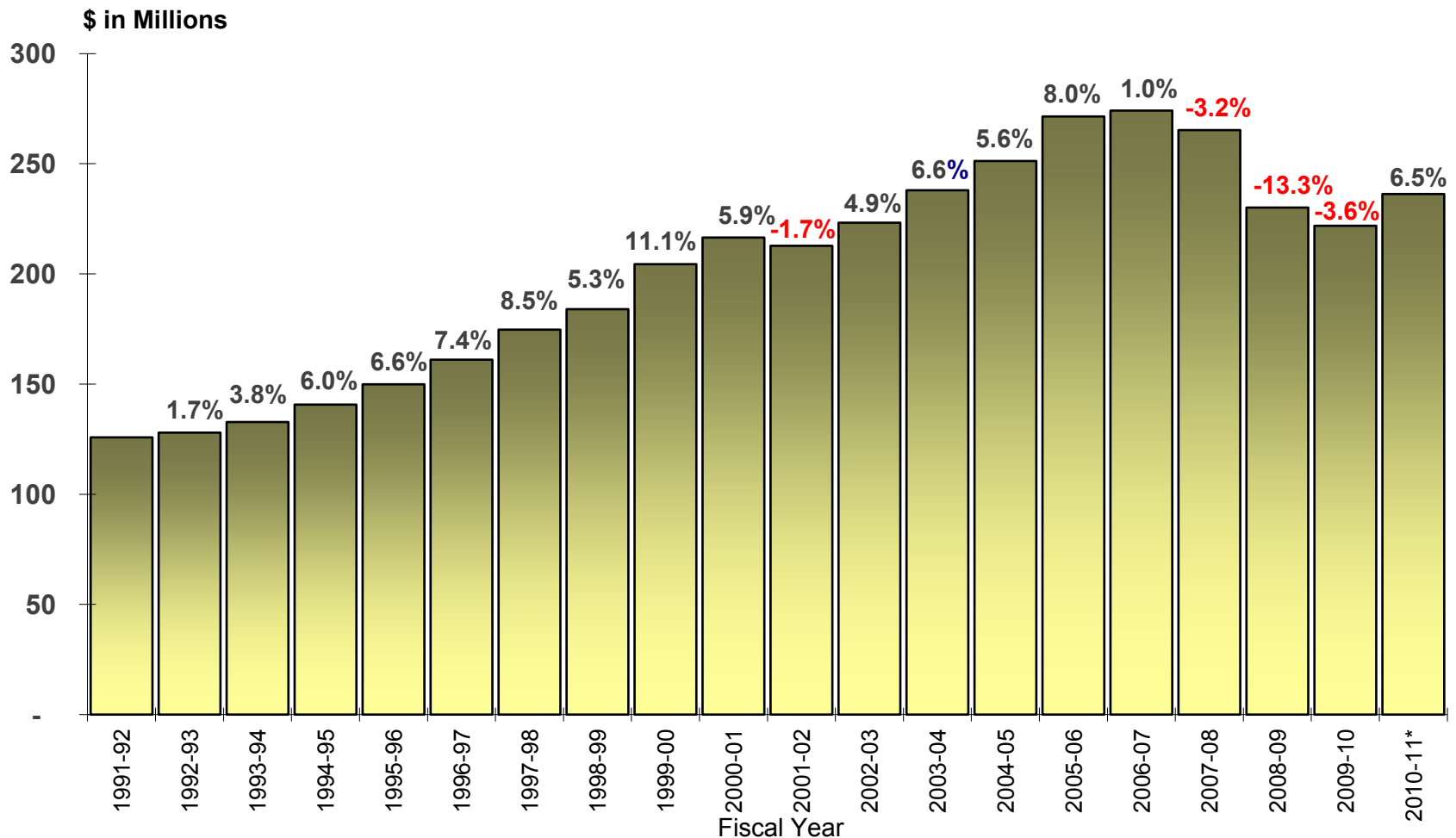


Complete resource agency agreements (freeway mitigation program)	A blue circular icon with a white checkmark inside, indicating completion.
Award \$55M for acquisition and restoration	\$22M acquisition \$5.4M restoration
Complete Tier I water quality guidelines	A blue circular icon with a white checkmark inside, indicating completion.
Award Tier I water quality funds	\$2.8M first cycle
Complete Water Quality Tier II guidelines	In progress



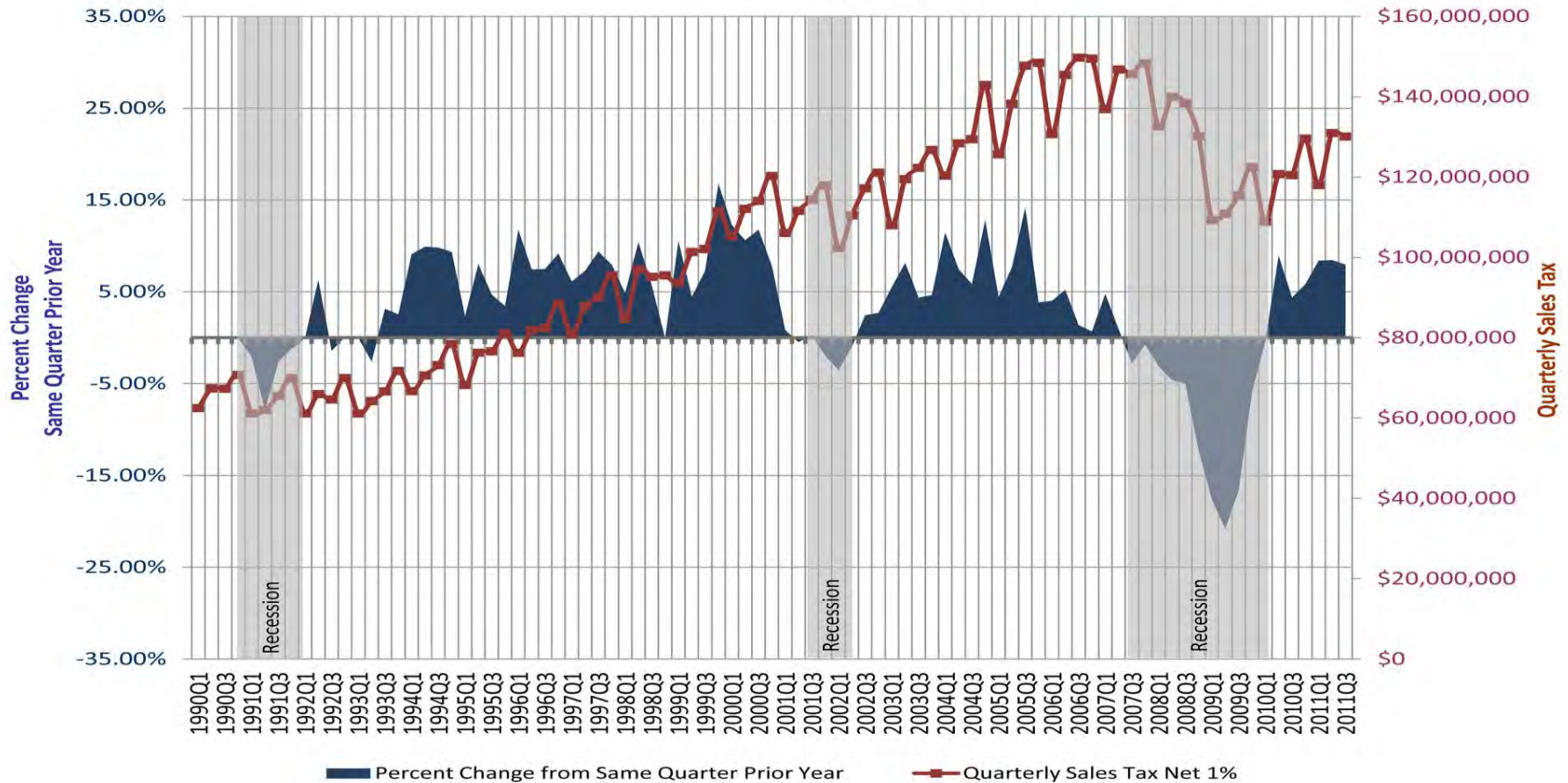
Financial Information

Annual Sales Tax History

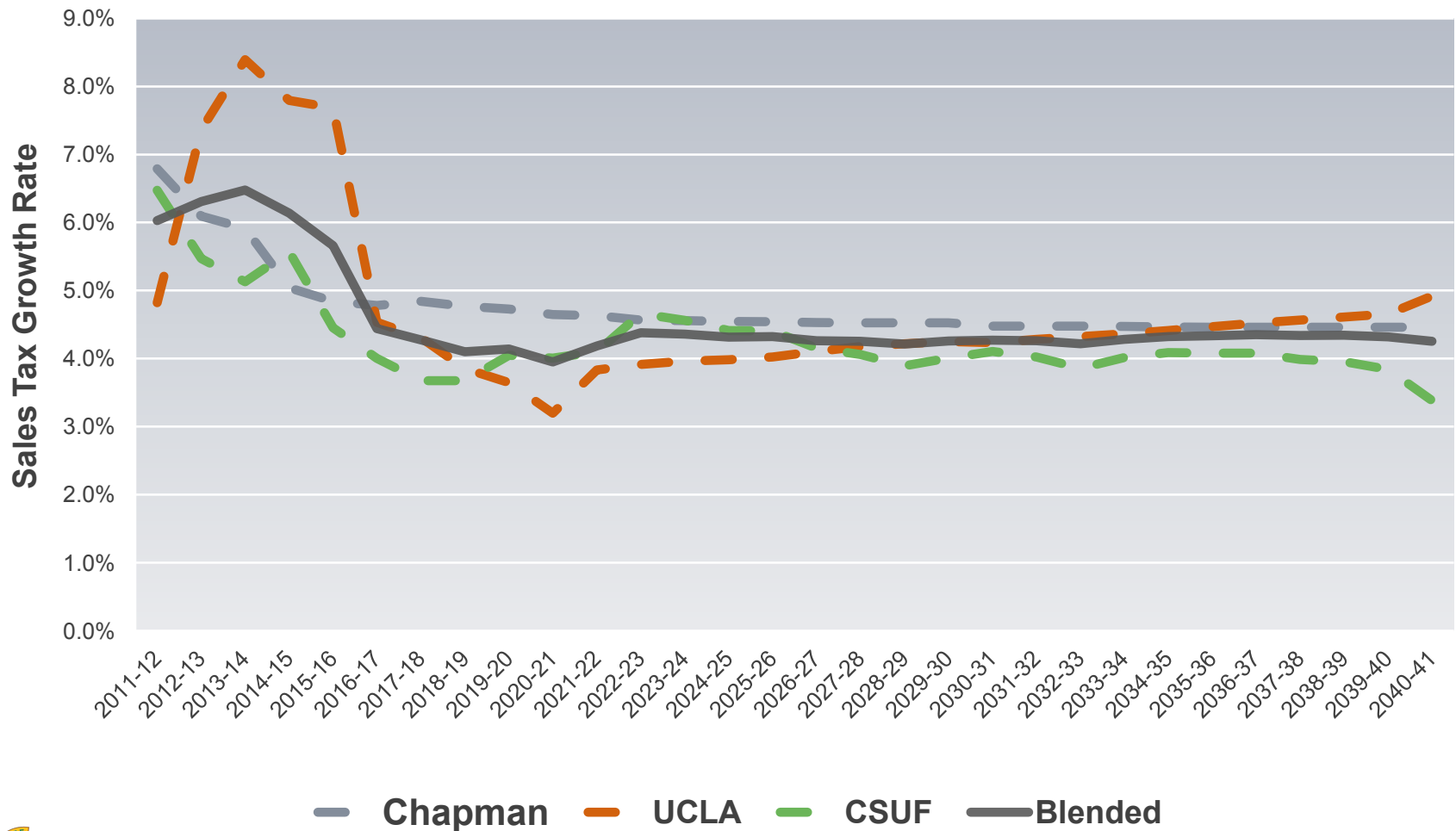


Sales Tax History By Quarter

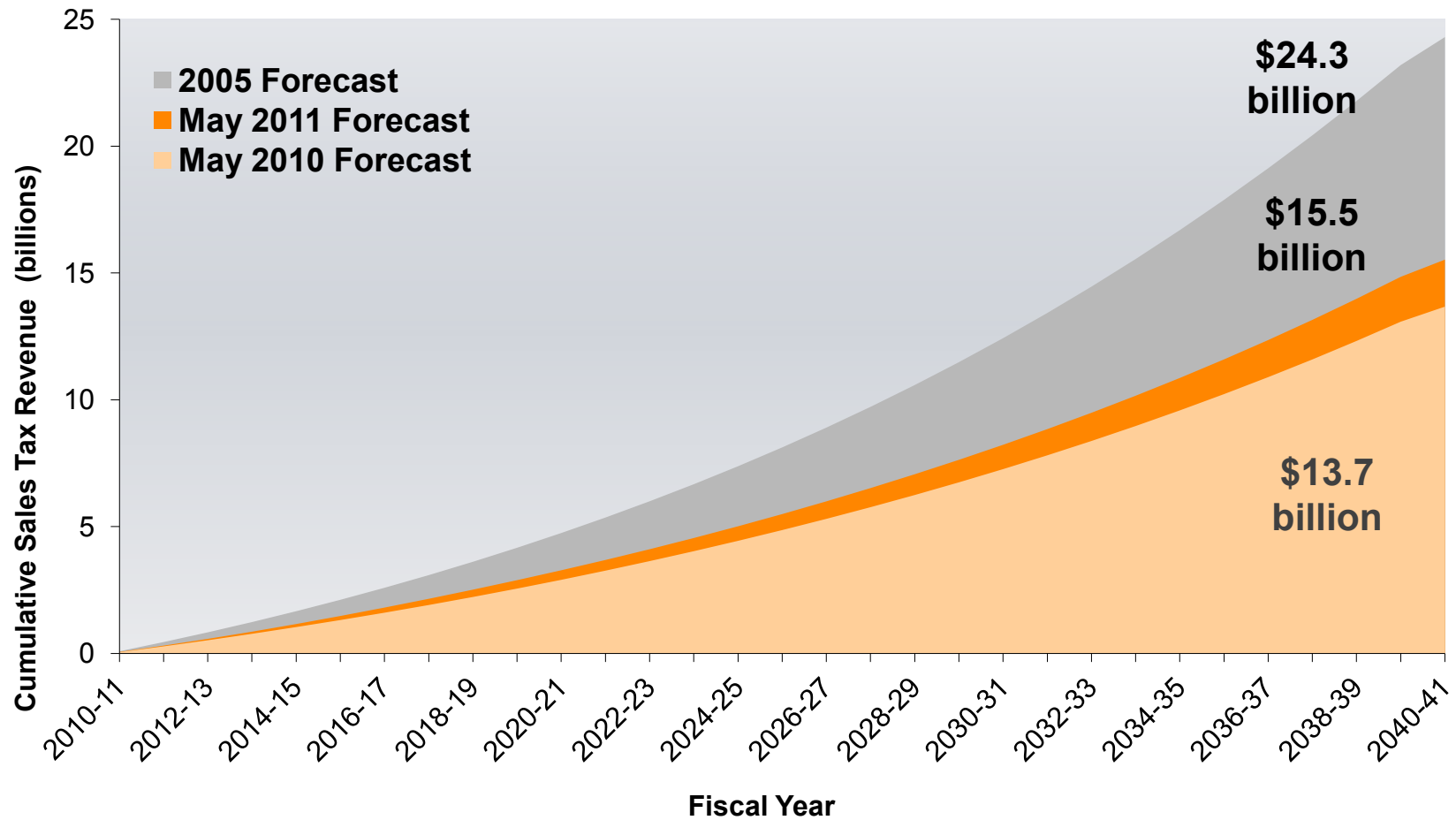
Orange Countywide
How Recessions Affect Local Sales & Use Tax
Net 1% by Quarter



Sales Tax Growth Rates



Sales Tax Forecast



M1 Freeway Program



Successful delivery of M1 freeway program:

- **Front-loaded freeway program**
- **Used sales tax receipts and M1 bonding**
- **Leveraged external funds from federal and state sources**
- **Moved funds between freeway line items as needed**

M1 Freeway Program



Measure M1 Freeway Program	Planned Sales Tax Expenditures (1988\$) (in thousands)					
I-5 From I-405 to I-605	\$ 550,000					
I-5 From I-5/I-405 Interchange to San Clemente	80,000					
I-5/I-405 Interchange	55,000					
SR-55 From I-5 to SR-91	200,000					
SR-57 From I-5 to Lambert Road	40,000					
SR-91 From Riverside County Line to Los Angeles County Line	400,000					
SR-22 From SR-55 to Valley View Street	-					
Subtotal Projects	\$ 1,325,000					
Net Debt Service						
Total M1 Freeways	\$ 1,325,000					

M1 Freeway Program



Measure M1 Freeway Program	Planned Sales Tax Expenditures (1988\$) \$ in thousands	Planned Sales Tax Expenditures (Nominal Dollars) \$ in thousands				
I-5 From I-405 to I-605	\$ 550,000	\$ 984,500				
I-5 From I-5/I-405 Interchange to San Clemente	80,000	143,200				
I-5/I-405 Interchange	55,000	98,450				
SR-55 From I-5 to SR-91	200,000	358,000				
SR-57 From I-5 to Lambert R	40,000	71,600				
SR-91 From Riverside County Line to Los Angeles County Line	400,000	716,000				
SR-22 From SR-55 to Valley View Street	-	-				
Subtotal Projects	\$ 1,325,000	\$ 2,371,750				
Net Debt Service						
Total M1 Freeways	\$ 1,325,000	\$ 2,371,750				

M1 Freeway Program



Measure M1 Freeway Program	Planned Sales Tax Expenditures (1988\$) \$ in thousands	Planned Sales Tax Expenditures (Nominal Dollars) \$ in thousands	Actual Sales Tax Revenues (12-31-11) \$ in thousands			
I-5 From I-405 to I-605	\$ 550,000	\$ 984,500	\$ 982,591			
I-5 From I-5/I-405 Interchange to San Clemente	80,000	143,200	68,768			
I-5/I-405 Interchange	55,000	98,450	87,283			
SR-55 From I-5 to SR-91	200,000	358,000	58,188			
SR-57 From I-5 to Lambert Road	40,000	71,600	29,094			
SR-91 From Riverside County Line to Los Angeles County Line	400,000	716,000	125,634			
SR-22 From SR-55 to Valley View Street	-	-	400,707			
Subtotal Projects	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265			
Net Debt Service						
Total M1 Freeways	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265			

M1 Freeway Program



Measure M1 Freeway Program	Planned Sales Tax Expenditures (1988\$) \$ in thousands	Planned Sales Tax Expenditures (Nominal Dollars) \$ in thousands	Actual Sales Tax Revenues (12-31-11) \$ in thousands	Actual Expenditures (12-31-11) \$ in thousands		
I-5 From I-405 to I-605	\$ 550,000	\$ 984,500	\$ 982,591	\$ 871,679		
I-5 From I-5/I-405 Interchange to San Clemente	80,000	143,200	68,768	70,294		
I-5/I-405 Interchange	55,000	98,450	87,283	98,157		
SR-55 From I-5 to SR-91	200,000	358,000	58,188	55,514		
SR-57 From I-5 to Lambert Road	40,000	71,600	29,094	25,617		
SR-91 From Riverside County Line to Los Angeles County Line	400,000	716,000	125,634	123,995		
SR-22 From SR-55 to Valley View Street	-	-	400,707	632,777		
Subtotal Projects	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265	\$ 1,878,033		
Net Debt Service				311,917		
Total M1 Freeways	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265	\$ 2,189,950		

M1 Freeway Program



Measure M1 Freeway Program	Planned Sales Tax Expenditures (1988\$) \$ in thousands	Planned Sales Tax Expenditures (Nominal Dollars) \$ in thousands	Actual Sales Tax Revenues (12-31-11) \$ in thousands	Actual Expenditures (12-31-11) \$ in thousands	Actual Reimbursements (12-31-11) \$ in thousands	
I-5 From I-405 to I-605	\$ 550,000	\$ 984,500	\$ 982,591	\$ 871,679	\$ 85,619	
I-5 From I-5/I-405 Interchange to San Clemente	80,000	143,200	68,768	70,294	10,358	
I-5/I-405 Interchange	55,000	98,450	87,283	98,157	25,082	
SR-55 From I-5 to SR-91	200,000	358,000	58,188	55,514	6,172	
SR-57 From I-5 to Lambert Road	40,000	71,600	29,094	25,617	2,859	
SR-91 From Riverside County Line to Los Angeles County Line	400,000	716,000	125,634	123,995	18,606	
SR-22 From SR-55 to Valley View Street	-	-	400,707	632,777	327,429	
Subtotal Projects	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265	\$ 1,878,033	\$ 476,125	
Net Debt Service				311,917	-	
Total M1 Freeways	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265	\$ 2,189,950	\$ 476,125	

M1 Freeway Program



Measure M1 Freeway Program	Planned Sales Tax Expenditures (1988\$) \$ in thousands	Planned Sales Tax Expenditures (Nominal Dollars) \$ in thousands	Actual Sales Tax Revenues (12-31-11) \$ in thousands	Actual Expenditures (12-31-11) \$ in thousands	Actual Reimbursements (12-31-11) \$ in thousands	Actual Sales Tax Expenditures (12-31-11) \$ in thousands
I-5 From I-405 to I-605	\$ 550,000	\$ 984,500	\$ 982,591	\$ 871,679	\$ 85,619	\$ 786,060
I-5 From I-5/I-405 Interchange to San Clemente	80,000	143,200	68,768	70,294	10,358	59,936
I-5/I-405 Interchange	55,000	98,450	87,283	98,157	25,082	73,075
SR-55 From I-5 to SR-91	200,000	358,000	58,188	55,514	6,172	49,342
SR-57 From I-5 to Lambert Road	40,000	71,600	29,094	25,617	2,859	22,758
SR-91 From Riverside County Line to Los Angeles County Line	400,000	716,000	125,634	123,995	18,606	105,389
SR-22 From SR-55 to Valley View Street	-	-	400,707	632,777	327,429	305,348
Subtotal Projects	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265	\$ 1,878,033	\$ 476,125	\$ 1,401,908
Net Debt Service				311,917	-	311,917
Total M1 Freeways	\$ 1,325,000	\$ 2,371,750	\$ 1,752,265	\$ 2,189,950	\$ 476,125	\$ 1,713,825

M2 Financing Overview



- Pay-as-you-go preferred
- Financing allowable
- Bonding proven in M1
- Accelerates improvements



M2 Debt Issuances to Date



- **Tax Exempt Commercial Paper**
 - \$400M established January 2008
 - \$100M issued through 2010
 - \$ 25M remains outstanding
- **Long-Term Sales Tax Bonds**
 - \$350M bonds sold December 2010
 - \$175M bond proceeds balance

M2 Bonding Considerations



- Pledged revenues
- Debt coverage ratio (1.3x coverage)
- Debt ratings
- Risk tolerance

M2 Bonding Capacity

(Freeway Program Only)



- Up to \$1.68B in sales tax revenue bond proceeds:
 - \$1.25B in FY 2013-14
 - \$244M in FY 2016-17
 - \$182M in FY 2019-20

- Interest costs \$1.22 billion or:
 - \$35.5M / year for issuance in FY 2013-14
 - \$6.7M / year for issuance in FY 2016-17
 - \$5.0M / year for issuance in FY 2019-20



Options for Delivering M2

Funding Options

M2 Freeway Program



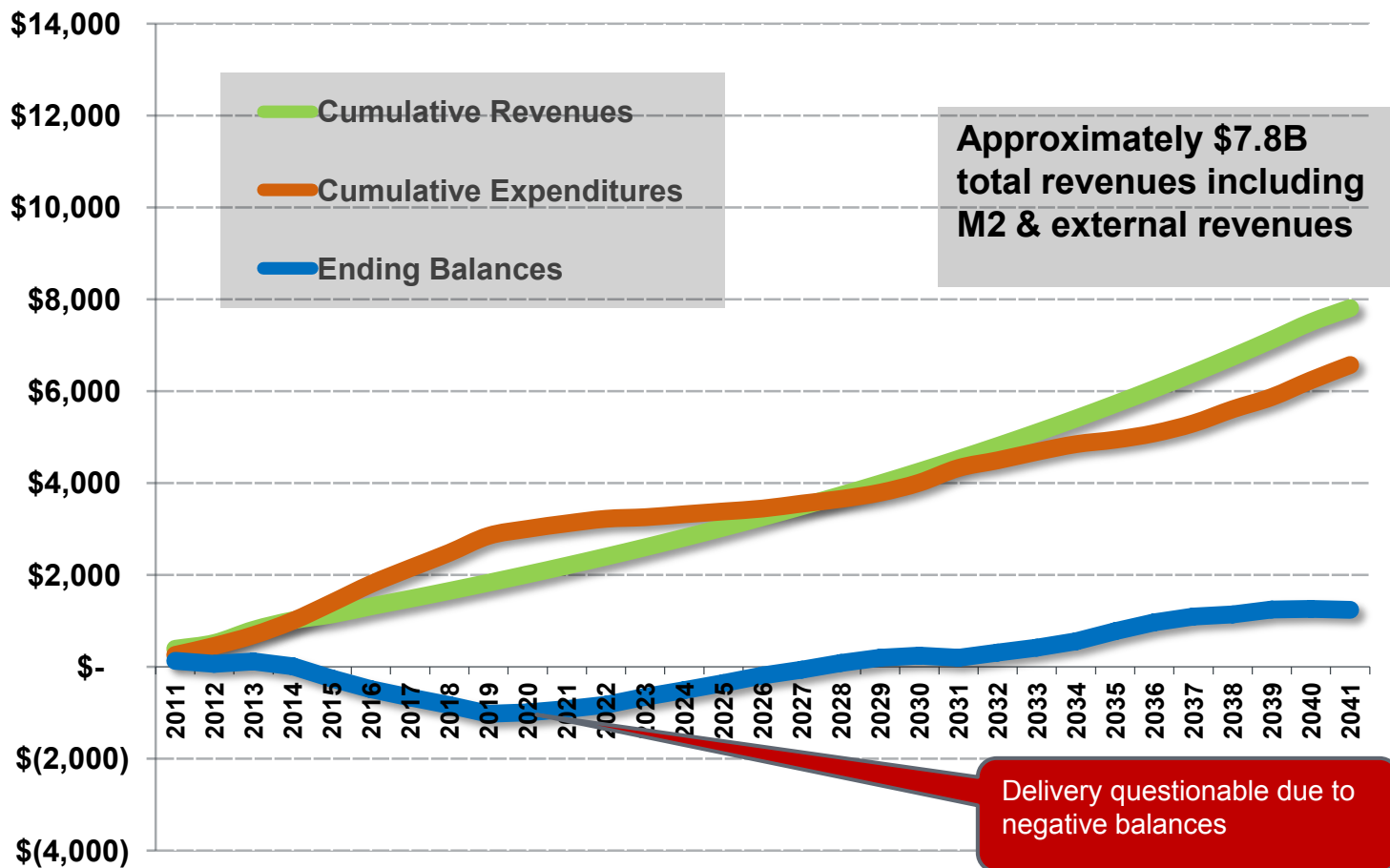
- A. Pay As You Go**
- B. Issue M Bonds**
- C. Issue M Bonds & I-405 Toll Bonds**

Option A: Pay As You Go

(Assumes I-405 Alternative 1)



\$M, Year of Expenditure Dollars

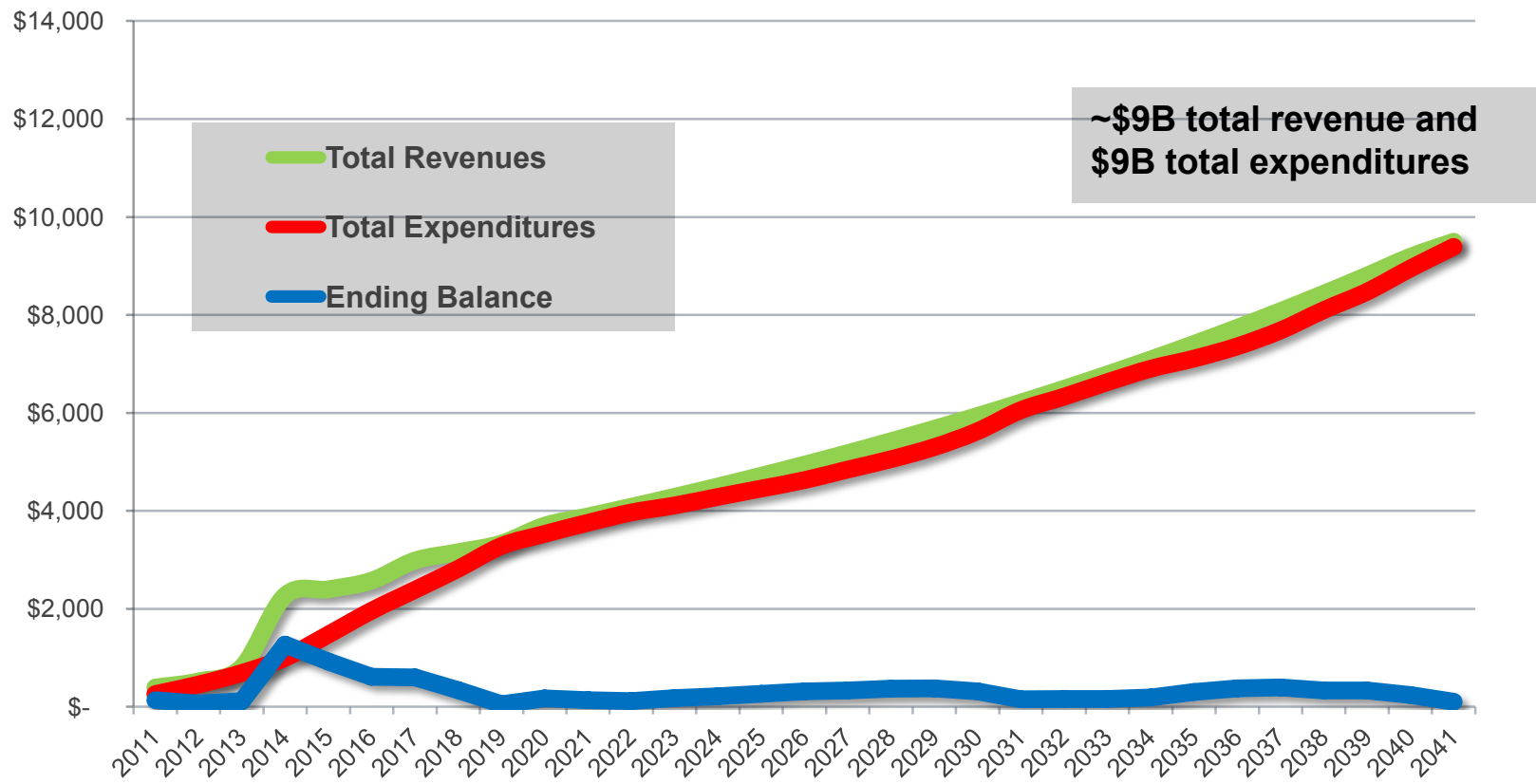


Option B: Issue M Bonds

(Assumes I-405 Alternative 1)



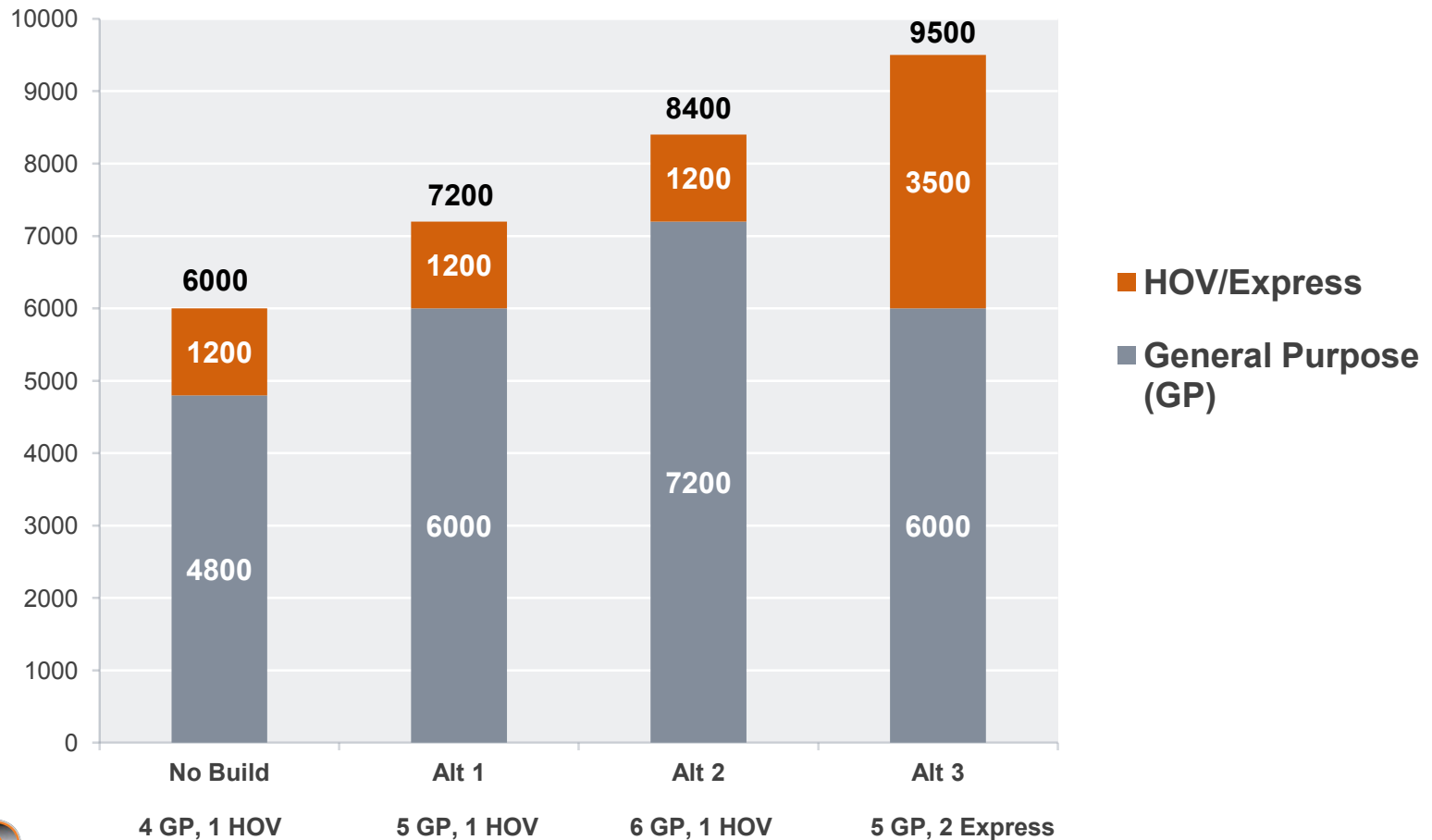
\$M, Year of Expenditure Dollars



I-405 –Optimizing Throughput



Year 2040 - Vehicles, Northbound PM Peak Hour



Toll Bonding Capacity I-405



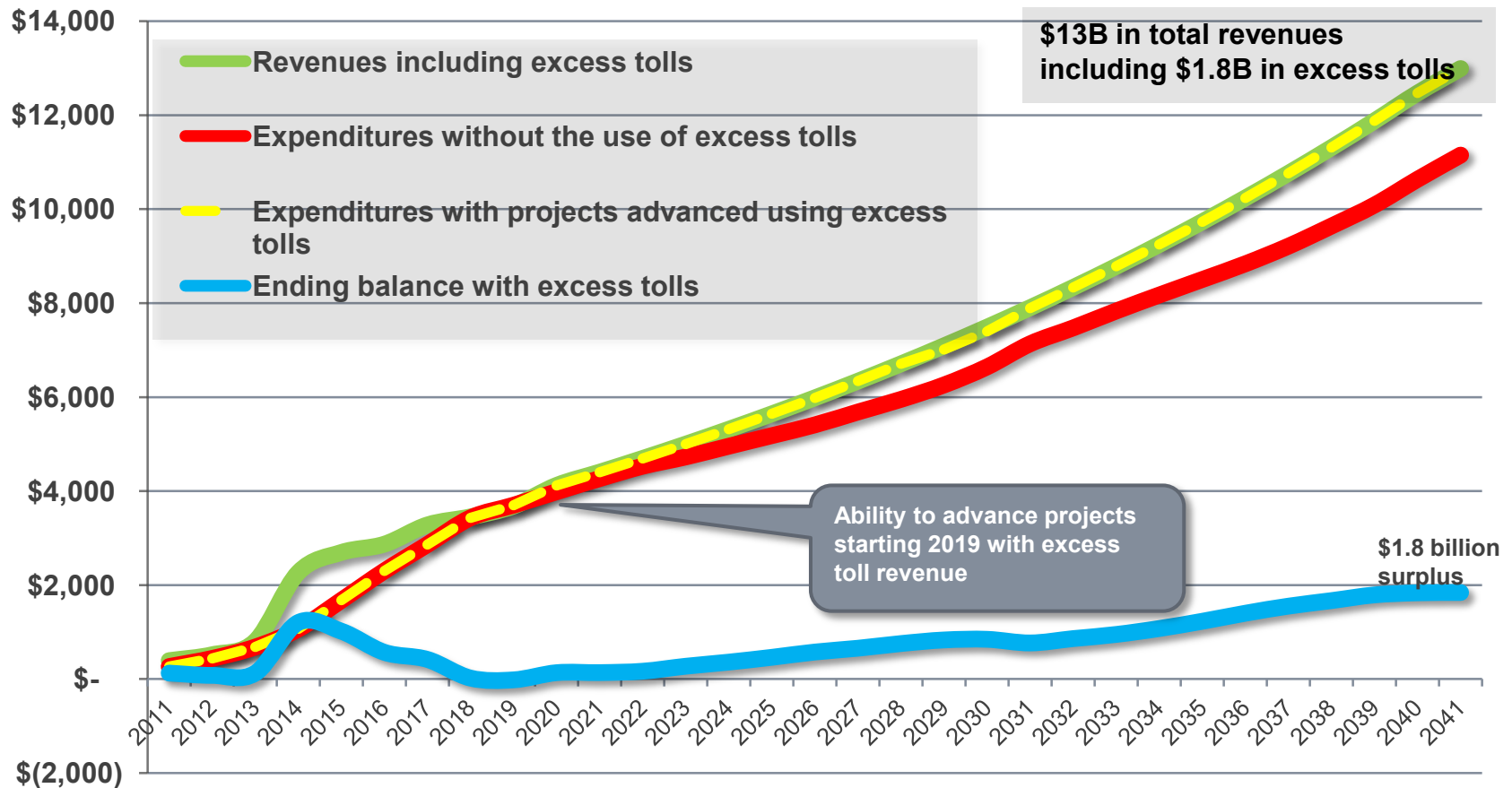
- **Can issue up to \$442M toll bonds in FY 2014-15**
 - **\$296.6M available for I-405 project costs**
 - **\$111.9M capitalized interest**
 - **\$ 30.1M debt service reserve fund**
 - **\$ 5.6M cost of issuance expenses**
- **Interest repayment costs total \$563M or \$16M / year**
- **Debt assumptions include:**
 - **35-year bonds, level debt structure**
 - **Minimum 1.75x debt coverage**
 - **Capitalized interest**

Option C – M and Toll Bonds

(Assume I-405 Alternative 3)

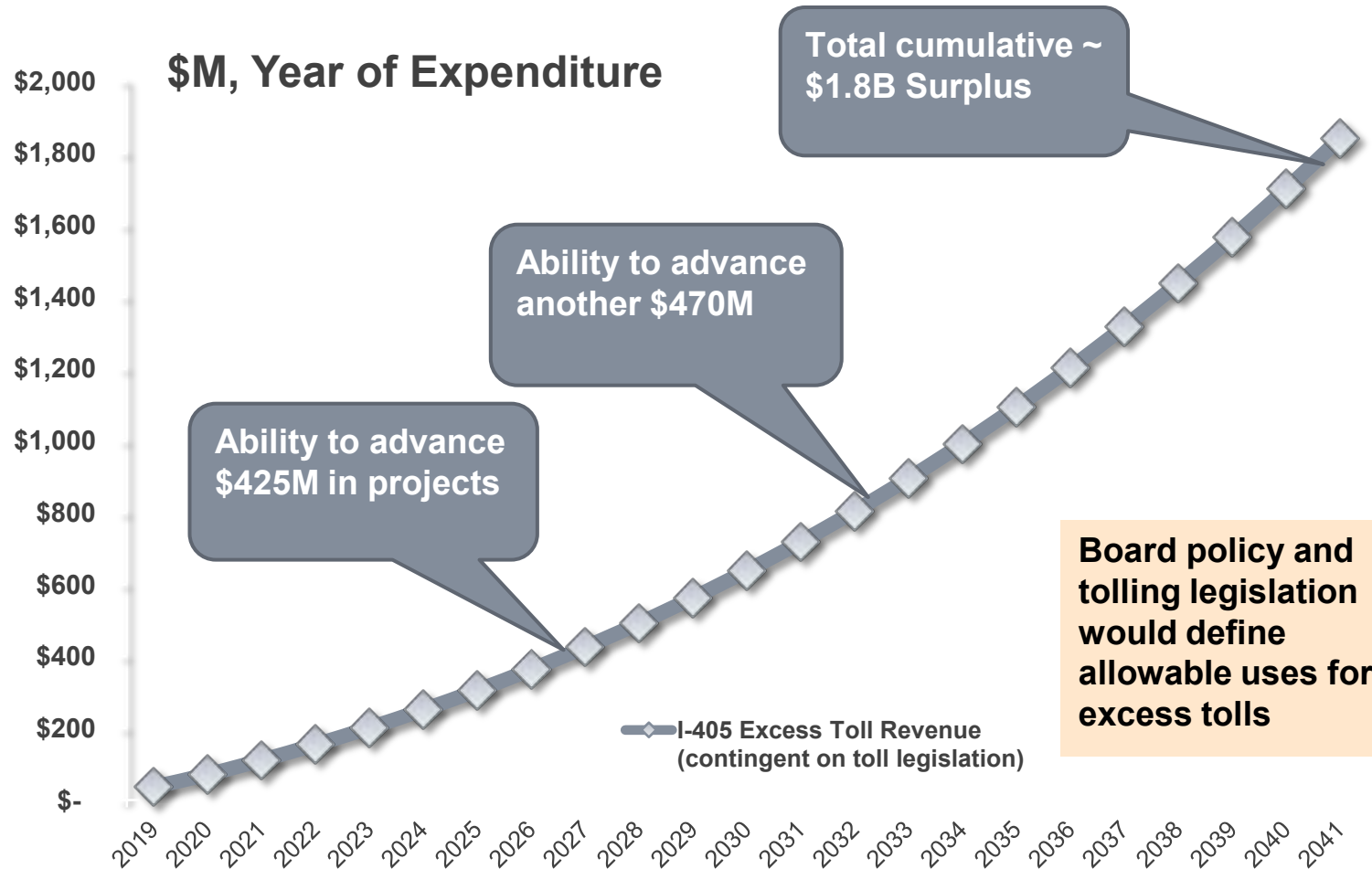


\$M, Year of Expenditure



Option C - Surplus Fund

Projected Excess I-405 Toll Revenue



Option A – Pay As You Go

Year 2020



Delivery questionable due to negative cash balances 2014-2027

RED = ready for design, right-of-way & construction



Option B – Issue M Bonds

Year 2020



GREEN = M bonds
provide funds to
accelerate project
delivery

RED = ready for design,
right-of-way &
construction

Project K – 1 lane each
direction I-605 to Euclid

All projects are delivered
by 2041



Option C – Issue M & Toll Bonds

Year 2020



GREEN = in construction or complete – delivery accelerated by M and/or toll bonds

RED = ready for design, right-of-way & construction (may use surplus tolls to accelerate some projects)

Project K – 1 general purpose lane each direction plus express lanes facility I-605 to SR-73

All projects are delivered by 2041; potential for earlier delivery



Comparing Freeway Options



	Option A Pay As You Go	Option B Issue M Bonds	Option C Issue M & Toll Bonds
M2 Freeway Program Delivery	Questionable	Yes	Yes
Opportunities to Advance Program	No	Yes	Yes
I-405 Capacity (Added Lanes Each Direction)	Zero or 1 lane	1 lane	2 lanes
I-405 Throughput 2040 Peak Hour Northbound Volume	6,000 – 7,200 Zero to +20%	7,200 +20%	9,500 +58%

Early Action Plan Projects



EARLY ACTION PLAN FREEWAY PROJECTS		COST (YOE, \$M)
A	I-5 Widening (SR-55 to SR-57)	46.4
C / D	I-5 Widening (PCH to Avenida Pico)	259.3
C / D	I-5 Widening (El Toro Road to SR-73)	558.75
D	I-5/SR-74 (Ortega Hwy) Interchange Improvements	90.9
E	SR-22 Access Improvements	0*
F	SR-55 Widening (1-405 to 1-5)	274.9
G	SR-57 Widening (Orangethorpe Ave. to Lambert Road)	114.0
G	SR-57 Widening (Katella Ave. to Lincoln Ave.)	37.8
H	SR-91 Widening (I-5 to SR-57)	78.1
I	SR-91 Widening (SR-55 to Tustin Ave.)	49.9
J	SR-91 Widening (SR-55 to SR-71)	141.1
K	I-405 Widening (I-605 to SR-55)	1,712.8
TOTAL		3,363.95

*Delivered with SR-22 HOV Lane Project in 2007

Remaining M2 Projects



FUTURE FREEWAY PROJECTS		COST (2011, \$M)
B	I-5 Widening (SR-55 to I-405)	424.8
D	I-5 at El Toro Road Interchange Improvements	60.1
F	SR-55 Widening (I-5 to SR-22)	70.5
G	SR-57 NB Widening (Orangewood Avenue to Katella Avenue)	14.7
G	SR-57 NB Widening (Lambert Road to County Line)	82.4
I	SR-91 Widening (SR-57 to SR-55)	307.2
J	SR-91 Widening (SR-241 to I-15)	124.0
L	I-405 Widening (SR-55 to I-5)	322.9
M	I-605/Katella Ave. Interchange Improvements	22.2
TOTAL		1,428.8



Delivering on the Promise

M2020 Freeway Program:

Expediting the Program



- Favorable bidding climate
- Avoid future inflation
- Take advantage of low debt costs
- Lock in resources
- Deliver mobility early
- Similar to M1 approach



Freeway Program - Option B



By 2020:

- **Ability to accelerate four projects**
 - I-5 from SR-55 to SR-57
 - I-5 from El Toro Y to SR-73
 - SR-55 from I-405 to I-5
 - I-405 from I-605 to Euclid (1 GP lane each direction)
- **Environmentally clears balance of freeway program**

By 2041:

- **Delivers all M2 freeways by 2041**
- **Requires M2 sales tax revenue bonds**

Freeway Program – Option C

- **By 2020:**
 - **Ability to accelerate four projects**
 - I-5 from SR-55 to SR-57
 - I-5 from El Toro Y to SR-73
 - SR-55 from I-405 to I-5
 - I-405 from I-605 to SR-73 (1 GP plus express facility)
 - **Environmentally clear balance of freeways**
- **Potential to deliver all M2 freeways prior to 2041**
- **Requires M2 sales tax revenue bonds**
- **Requires tolling authority, toll revenue bonds**
- **Projected \$1.8B excess toll revenue**

M2020 Streets & Roads

Ongoing Programs



- Fair share allocations to local jurisdictions for street repair and rehabilitation (18% of net M2)
- Annual calls for projects for street widening and signal synchronization
- Complete OC Bridges grade separations eliminating street-rail conflicts before 2020

M2020 Transit

Meets Commitments



- Continued operations and expansion of Metrolink based on demand
- Funds available for:
 - Rubber-tire extensions to Metrolink
 - Fixed-guideway projects
 - Regional gateways program
 - Transit for seniors and persons with disabilities
 - Community based circulators
 - Safe bus stops

M2020 Environmental

By 2020:

- **Freeway environmental program permitting complete**
- **Funding for long-term property management**
- **Acquisition/restoration programs continue**
- **Tier I water quality projects complete**
- **Tier II regional water quality projects under way**

M2020 Summary

- Can deliver entire M2 program
- Keeps promise to voters
- Ability to expedite mobility improvements
- Potential to deliver beyond M2 plan

Next Steps



Description	Dates
M2020 Outreach	March - April
M2020 Technical Reviews / Analysis	March-June
I-405 Financing /Delivery Options Discussion to Finance Committee	March/April
I-405 Financing /Delivery Options Discussion to Board	March/April
M2020 Recommendations to Executive Committee	June/July
M2020 Recommendations to Board	June/July



ORANGE COUNTY TRANSPORTATION AUTHORITY

Measure M2 Program Workshop

Handout



Orange County Transportation Authority

Measure M2 Workshop

February 27, 2012





Measure M2 Workshop
Monday, February 27, 2012 - Board of Directors Meeting
Conference Room 154/155

AGENDA

- | | |
|---|---|
| 1. Introductory Comments | Paul Glaab, Chairman
OCTA Board |
| 2. Workshop Overview and M1 Experience | Will Kempton, Chief Executive Officer |
| 3. M2 Contract with the Voters | Darrell Johnson, Deputy Chief Executive Officer |
| 4. M2 Early Action Plan Overview & Status | Kia Mortazavi, Executive Director,
Planning |
| 5. Financial Information | Ken Phipps, Executive Director, Finance
& Administration |
| 6. Options for Delivering M2 | Kurt Brotcke, Director, Strategic Planning |
| 7. Delivering on the Promise | Will Kempton |
| 8. Board Discussion | Paul Glaab |



Measure M2 Board of Directors' Workshop February 27, 2012

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- Ballot

M2 Early Action Plans

- M2 Early Action Plan – August 13, 2007
- M2 Early Action Plan Update – July 26, 2010

M2 Status

- M2 Quarterly Report – October 2011 through December 2011
- M2 Sales Tax Revenue and Expenditure Reports – as of December 31, 2011
- M2 Freeway Program Status 2012 (Map)
- Measure M2 Freeway Plan - February 2012
- Capital / Measure M2 Program Status (Chart)

Contract with Voters

Measure M2 Investment Summary (Page 31)



Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
Freeway Projects (in millions)				\$4,871.1
I-5	Santa Ana Freeway Interchange Improvements	A	\$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	1,481.5	
I-405	San Diego Freeway Improvements	K L	819.7	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
Streets & Roads Projects (in millions)				\$3,625.0
	Regional Capacity Program	O	\$1,132.8	
	Regional Traffic Signal Synchronization Program	P	453.1	
	Local Fair Share Program	Q	2,039.1	
Transit Projects (in millions)				\$2,832.0
	High Frequency Metrolink Service	R	\$1,014.1	
	Transit Extensions to Metrolink	S	1,000.0	
	Metrolink Gateways	T	226.6	
	Expand Mobility Choices for Seniors and Persons with Disabilities	U	339.8	
	Community Based Transit/Circulators	V	226.5	
	Safe Transit Stops	W	25.0	
Environmental Cleanup (in millions)				\$237.2
	Clean Up Highway and Street Runoff that Pollutes Beaches	X	\$237.2	
Taxpayer Safeguards and Audits (in millions)				\$296.6
	Collect Sales Taxes (State charges required by law)		\$178.0	
	Oversight and Annual Audits		118.6	
Total (2005 dollars in millions)				\$11,861.9

Orange County Local Transportation Authority
Ordinance No. 3

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

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Renewed Measure M Transportation Ordinance and Investment Plan

PREAMBLE

A. Pursuant to California Public Utilities Code Section 180050, the Orange County Transportation Authority ("Authority") has been designated as the Orange County Local Transportation Authority by the Orange County Board of Supervisors.

B. There has been adopted a countywide transportation expenditure plan, referred to as the Orange County Transportation Investment Plan, dated July 24, 2006, pursuant to California Public Utilities Code Section 180206 ("Plan"), which will be administered by the Authority.

C. The Plan provides for needed countywide transportation facility and service improvements which will be funded, in part, by a transactions and use tax of one-half of one percent (1/2%).

D. Local Transportation Ordinance Number 2 ("Ordinance No. 2") funds transportation facility and service improvements through a transactions and use tax of one-half of one percent (1/2%) that will be imposed through March 31, 2011.

E. Ordinance No. 3 ("Ordinance") provides for the continuation of the existing Ordinance No. 2 transactions and use tax of one-half of one percent (1/2%) for an additional period of thirty (30) years to fund transportation facility and service improvements.

SECTION 1. TITLE

The Ordinance shall be known and may be cited as the Renewed Measure M Transportation Ordinance and Investment Plan. The word "Ordinance," as used in the Ordinance, shall mean and include Attachment A entitled "Renewed Measure M Transportation Investment Plan," Attachment B entitled "Allocation of Net Revenues," and Attachment C entitled "Taxpayer Oversight Committee," which Attachments A, B and C are attached hereto and incorporated by reference as if fully set forth herein.

SECTION 2. SUMMARY

The Ordinance provides for the implementation of the Orange County Transportation Investment Plan, which will result in countywide transportation improvements for freeways, highways, local streets and roads, bus and rail transit, transportation-related water quality ("Environmental Cleanup"), and transit services for seniors and disabled persons. These needed improvements will be funded by the continuation of the one-half of one percent (1/2%) transaction and use tax for a period of thirty years. The revenues shall be deposited in a special fund and used solely for the identified improvements authorized by the Ordinance.

SECTION 3. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

Subject to approval by the electors, the Authority hereby imposes, in the incorporated and unincorporated territories of Orange County ("County"), in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Division 19 (commencing with Section 180000) of the California Public Utilities Code, continuance of the existing retail transactions and use tax at the rate of one-half of one percent (1/2%) commencing April 1, 2011, for a period of thirty years. This tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax. The imposition, administration and collection of the tax shall be in accordance with all applicable statutes, laws, rules and regulations prescribed and adopted by the State Board of Equalization.

SECTION 4. PURPOSES

All of the gross revenues generated from the transactions and use tax plus any interest or other earnings thereon (collectively, "Revenues"), after the deduction for: (i) amounts payable to the State Board of Equalization for the performance of functions incidental to the administration and operation of the Ordinance, (ii) costs for the administration of the Ordinance as provided herein, (iii) two percent (2%) of the Revenues annually allocated for Environmental Cleanup and (iv) satisfaction of debt service requirements of all bonds issued pursuant to the Ordinance that are not satisfied out of

1 separate allocations, shall be defined as "Net Revenues" and shall be allocated solely for
2 the transportation purposes described in the Ordinance.

3 SECTION 5. BONDING AUTHORITY

4 "Pay as you go" financing is the preferred method of financing transportation
5 improvements and operations under the Ordinance. However, the Authority may use bond
6 financing as an alternative method if the scope of planned expenditures makes "pay as you
7 go" financing unfeasible. Following approval by the electors of the ballot proposition
8 authorizing imposition of the transactions and use tax and authorizing issuance of bonds
9 payable from the proceeds of the tax, bonds may be issued by the Authority pursuant to
10 Division 19 of the Public Utilities Code, at any time before, on, or after the imposition of
11 taxes, and from time to time, payable from the proceeds of the tax and secured by a pledge
12 of revenues from the proceeds of the tax, in order to finance and refinance improvements
13 authorized by the Ordinance.

14 SECTION 6. MAINTENANCE OF EFFORT REQUIREMENTS

15 It is the intent of the Legislature and the Authority that the Net Revenues allocated to
16 a jurisdiction pursuant to the Ordinance for street and road projects shall be used to
17 supplement existing local discretionary funds being used for transportation improvements.
18 Each jurisdiction is hereby required to annually maintain as a minimum no less than the
19 maintenance of effort amount of local discretionary funds required to be expended by the
20 jurisdiction for local street and road purposes pursuant to the current Ordinance No. 2 for
21 Fiscal Year 2010-2011. The maintenance of effort level for each jurisdiction as determined
22 through this process shall be adjusted effective July 1, 2014 and every three fiscal years
23 thereafter in an amount equal to the percentage change for the Construction Cost Index
24 compiled by Caltrans for the immediately preceding three calendar years, providing that
25 any percentage increase in the maintenance of effort level based on this adjustment shall
26 not exceed the percentage increase in the growth rate in the jurisdiction's general fund
27 revenues over the same time period. The Authority shall not allocate any Net Revenues to
28 any jurisdiction for any fiscal year until that jurisdiction has certified to the Authority that it

1 has included in its budget for that fiscal year an amount of local discretionary funds for
2 streets and roads purposes at least equal to the level of its maintenance of effort
3 requirement. An annual independent audit may be conducted by the Authority to verify that
4 the maintenance of effort requirements are being met by the jurisdiction. Any Net
5 Revenues not allocated pursuant to the maintenance of effort requirement shall be
6 allocated to the remaining eligible jurisdictions according to the formula described in the
7 Ordinance.

8 SECTION 7. ADMINISTRATION

9 The Authority shall allocate Revenues to fund facilities, services and projects as
10 specified in the Ordinance, and shall administer the Ordinance consistent with the authority
11 cited. Revenues may be expended by the Authority for salaries, wages, benefits, and
12 overhead and for those services, including contractual services, necessary to carry out its
13 responsibilities pursuant to Division 19; however, in no case shall the Revenues expended
14 for salaries and benefits of Authority administrative staff exceed more than one percent
15 (1%) of the Revenues in any year. The Authority shall use, to the extent possible, existing
16 state, regional and local transportation planning and programming data and expertise, and
17 may, as the law permits, contract with any public agency or private firm for services
18 necessary to carry out the purposes of the Ordinance. Expenses incurred by the Authority
19 for administrative staff and for project implementation, including contracting with public
20 agencies and private firms, shall be identified in the annual report prepared pursuant to
21 Section 10, subpart 8, of the Ordinance.

22 SECTION 8. ANNUAL APPROPRIATIONS LIMIT

23 The annual appropriations limit established pursuant to Article XIII. B. of the
24 California Constitution and Section 180202 of the Public Utilities Code shall be established
25 as \$1,123 million for the 2006-07 fiscal year. The appropriations limit shall be subject to
26 adjustment as provided by law. All expenditures of the Revenues are subject to the
27 appropriations limit of the Authority.

28 ///

1 SECTION 9. EFFECTIVE AND OPERATIVE DATES

2 The Ordinance shall be effective on November 8, 2006, if two thirds of the electors
3 vote on November 7, 2006, to approve the ballot measure authorizing the extension of the
4 imposition of the existing tax. The continuance of the imposition of the existing tax
5 authorized by Section 3 of the Ordinance shall be operative on April 1, 2011.

6 SECTION 10. SAFEGUARDS OF USE OF REVENUES

7 The following safeguards are hereby established to ensure strict adherence to the
8 limitations on the use of the Revenues:

9 1. A transportation special revenue fund (the "Local Transportation
10 Authority Special Revenue Fund") shall be established to maintain all Revenues.

11 2. The County of Orange Auditor-Controller ("Auditor-Controller"), in the
12 capacity as Chair of the Taxpayer Oversight Committee, shall annually certify whether the
13 Revenues have been spent in compliance with the Ordinance.

14 3. Receipt, maintenance and expenditure of Net Revenues shall be
15 distinguishable in each jurisdiction's accounting records from other funding sources, and
16 expenditures of Net Revenues shall be distinguishable by program or project. Interest
17 earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for
18 those purposes for which the Net Revenues were allocated.

19 4. No Net Revenues shall be used by a jurisdiction for other than
20 transportation purposes authorized by the Ordinance. Any jurisdiction which violates this
21 provision must fully reimburse the Authority for the Net Revenues misspent and shall be
22 deemed ineligible to receive Net Revenues for a period of five (5) years.

23 5. A Taxpayer Oversight Committee ("Committee") shall be established to
24 provide an enhanced level of accountability for expenditure of Revenues under the
25 Ordinance. The Committee will help to ensure that all voter mandates are carried out as
26 required. The roles and responsibilities of the Committee, the selection process for
27 Committee members and related administrative procedures shall be carried out as
28 described in Attachment C.

1 6. A performance assessment shall be conducted at least once every
2 three years to evaluate the efficiency, effectiveness, economy and program results of the
3 Authority in satisfying the provisions and requirements of the Investment Summary of the
4 Plan, the Plan and the Ordinance. A copy of the performance assessment shall be
5 provided to the Committee.

6 7. Quarterly status reports regarding the major projects detailed in the
7 Plan shall be brought before the Authority in public meetings.

8 8. Annually the Authority shall publish a report on how all Revenues have
9 been spent and on progress in implementing projects in the Plan, and shall publicly report
10 on the findings.

11 SECTION 11. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

12 At least every ten years the Authority shall conduct a comprehensive review of all
13 projects and programs implemented under the Plan to evaluate the performance of the
14 overall program and may revise the Plan to improve its performance. The review shall
15 include consideration of changes to local, state and federal transportation plans and
16 policies; changes in land use, travel and growth projections; changes in project cost
17 estimates and revenue projections; right-of-way constraints and other project constraints;
18 level of public support for the Plan; and the progress of the Authority and jurisdictions in
19 implementing the Plan. The Authority may amend the Plan based on its comprehensive
20 review, subject to the requirements of Section 12.

21 SECTION 12. AMENDMENTS

22 The Authority may amend the Ordinance, including the Plan, to provide for the use
23 of additional federal, state and local funds, to account for unexpected revenues, or to take
24 into consideration unforeseen circumstances. The Authority shall notify the board of
25 supervisors and the city council of each city in the county and provide them with a copy of
26 the proposed amendments, and shall hold a public hearing on proposed amendments prior
27 to adoption, which shall require approval by a vote of not less than two thirds of the
28 Authority Board of Directors. Amendments shall become effective forty five days after

1 adoption. No amendment to the Plan which eliminates a program or project specified on
2 Page 31 of the Plan shall be adopted unless the Authority Board of Directors adopts a
3 finding that the transportation purpose of the program or project to be eliminated will be
4 satisfied by a different program or project. No amendment to the Plan which changes the
5 funding categories, programs or projects identified on page 31 of the Plan shall be adopted
6 unless the amendment to the Plan is first approved by a vote of not less than two thirds of
7 the Committee. In addition, any proposed change in allocations among the four major
8 funding categories of freeway projects, street and road projects, transit projects and
9 Environmental Cleanup projects identified on page 31 of the Plan, or any proposed change
10 of the Net Revenues allocated pursuant to Section IV C 3 of Attachment B for the Local
11 Fair Share Program portion of the Streets and Roads Projects funding category, shall be
12 approved by a simple majority vote of the electors before going into effect.

13 SECTION 13. REQUEST FOR ELECTION

14 Pursuant to California Public Utilities Code Section 180201, the Authority hereby
15 requests that the County of Orange Board of Supervisors call a special election to be
16 conducted by the County of Orange on November 7, 2006, to place the Ordinance before
17 the electors. To avoid any misunderstanding or confusion by Orange County electors, the
18 Authority requests that the Ordinance be identified as "Measure M" on the ballot. The ballot
19 language for the measure shall contain a summary of the projects and programs in the Plan
20 and shall read substantially as follows:

21 "Measure "M," Orange County Transportation Improvement Plan

22 Shall the ordinance continuing Measure M, Orange County's half-cent sales tax for
23 transportation improvements, for an additional 30 years with limited bonding authority to
fund the following projects:

- 24 * relieve congestion on the I-5, I-405, 22, 55, 57 and 91 freeways;
- 25 * fix potholes and resurface streets;
- 26 * expand Metrolink rail and connect it to local communities;
- 27 * provide transit services, at reduced rates, for seniors and disabled persons;
- 28

- 1 * synchronize traffic lights in every community;
- 2 * reduce air and water pollution, and protect local beaches by cleaning up oil runoff
- 3 from roadways;
- 4 and establish the following taxpayer protections to ensure the funds are spent as directed
- 5 by the voters:
- 6 * require an independent Taxpayer Oversight Committee to review yearly audits to
- 7 ensure that voter mandates are met;
- 8 * publish an annual report to the taxpayers on how all funds are spent; and
- 9 * update the transportation improvement plan every 10 years, with voter approval
- 10 required for major changes;
- 11 be adopted for the purpose of relieving traffic congestion in Orange County?"

12 SECTION 14. EFFECT ON ORDINANCE NO. 2

13 The Ordinance is not intended to modify, repeal or alter the provisions of Ordinance

14 No. 2, and shall not be read to supersede Ordinance No. 2. The provisions of the

15 Ordinance shall apply solely to the transactions and use tax adopted herein. If the

16 Ordinance is not approved by the electors of the County, the provisions of Ordinance No. 2

17 and all powers, duties, and actions taken thereunder shall remain in full force and effect.

18 SECTION 15. SEVERABILITY

19 If any section, subsection, part, clause or phrase of the Ordinance is for any reason

20 held invalid, unenforceable or unconstitutional by a court of competent jurisdiction, that

21 holding shall not affect the validity or enforceability of the remaining funds or provisions of

22 the Ordinance, and the Authority declares that it would have passed each part of the

23 ///

24 ///

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1 Ordinance irrespective of the validity of any other part.

2 APPROVED AND ADOPTED by the Orange County Local Transportation Authority
3 on the 24 day of July, 2006.

4
5 By: Arthur C. Brown
6 Arthur C. Brown, Chairman
7 Orange County Local Transportation
8 Authority

9 ATTEST:

10 By: Wendy Knowles
11 Wendy Knowles, Clerk of the Board
12 Orange County Local Transportation Authority
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RENEWED MEASURE M

Transportation Investment Plan



ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584

(714) 560-5066
www.octa.net

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Introduction

Measure M Promises Fulfilled

On November 6, 1990, Orange County voters approved Measure M, a half-cent local transportation sales tax for twenty years. All of the major projects promised to and approved by the voters are underway or complete. Funds that go to cities and the County of Orange to maintain and improve local street and roads, along with transit fare reductions for seniors and persons with disabilities, will continue until Measure M ends in 2011. The promises made in Measure M have been fulfilled.

Continued Investment Needed

Orange County continues to grow. By the year 2030, Orange County's population will increase by 24 percent from 2.9 million in 2000 to 3.6 million in 2030; jobs will increase by 27 percent; and travel on our roads and highways by 39 percent. Without continued investment average morning rush hour speeds on Orange County freeways will fall by 31 percent and on major streets by 32 percent.

Responding to this continued growth and broad support for investment in Orange County's transportation system, the Orange County Transportation Authority considered the transportation projects and programs that would be possible if Measure M were renewed. The Authority, together with the 34 cities of Orange County, the Orange County Board of Supervisors and thousands of Orange County citizens, participated during the last eighteen months in developing a Transportation Investment Plan for consideration by the voters.

A Plan for New Transportation Investments

The Plan that follows is a result of those efforts. It reflects the varied interests and priorities inherent in the diverse communities of Orange County. It includes continued investment to expand and

improve Orange County's freeway system; commitment to maintaining and improving the network of streets and roads in every community; an expansion of Metrolink rail service through the core of Orange County with future extensions to connect with nearby communities and regional rail systems; more transit service for seniors and disabled persons; and funds to clean up runoff from roads that leads to beach closures.

Strong Safeguards

These commitments are underscored by a set of strong taxpayer safeguards to ensure that promises made in the Plan are kept. They include an annual independent audit and report to the taxpayers; ongoing monitoring and review of spending by an independent Taxpayer Oversight Committee; requirement for full public review and update of the Plan every ten years; voter approval for any major changes to the Plan; strong penalties for any misuse of funds and a strict limit of no more than one percent for administrative expenses.

No Increase in Taxes

The traffic improvements detailed in this plan do not require an increase in taxes. Renewal of the existing Measure M one-half cent transportation sales tax will enable all of the projects and programs to be implemented. And by using good planning and sensible financing, projects that are ready to go could begin as early as 2007.

Renewing Measure M

The projects and programs that follow constitute the Transportation Investment Plan for the renewal of the Measure M transportation sales tax approved by Orange County voters in November of 1990. These improvements are necessary to address current and future transportation needs in Orange County and reflect the best efforts to achieve consensus among varied interests and communities throughout the County.





Overview

The Renewed Measure M Transportation Investment Plan is a 30-year, \$11.8 billion program designed 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 oily street runoff that pollutes Orange County beaches. The Transportation Investment Plan is focused solely on improving the transportation system and includes tough taxpayer safeguards, including a Taxpayer Oversight Committee, required annual audits, and regular, public reports on project progress.

The Renewed Measure M Transportation Investment Plan must be reviewed annually, in public session, and every ten years a detailed review of the Plan must take place. If changing circumstances require the voter-approved plan to be changed, those changes must be taken to the voters for approval.

Freeways

Relieving congestion on the Riverside/Artesia Freeway (SR-91) is the centerpiece of the freeway program, and will include new lanes, new interchanges, and new bridges. Other major projects will make substantial improvements on Interstate 5 (I-5) in southern Orange County and the San Diego Freeway (I-405) in western Orange County. The notorious Orange Crush—the intersection of the I-5, the Garden Grove Freeway (SR-22) and the Orange Freeway (SR-57) near Angel Stadium—will be improved and upgraded. Under the Plan, major traffic chokepoints on almost every Orange County freeway will be remedied. Improving Orange County freeways will be the greatest investment in the Renewed Measure M program: Forty-three percent of net revenues, or \$4.871 billion, will be invested in new freeway construction.

Streets and Roads

More than 6,500 lane miles of aging streets and roads will 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 the Renewed Measure M Transportation Investment Plan, or \$3.625 billion, will be devoted to fixing potholes, improving intersections, synchronizing traffic signals countywide, and making the existing countywide network of streets and roads safer and more efficient.





Public Transit

As Orange County continues to grow, building a visionary rail transportation system that is safe, clean and convenient, uses and preserves existing rights-of-way, and, over time, provides high-speed connections both inside and outside of Orange County, is a long term goal. Twenty-five percent of the net revenue from Renewed Measure M, or \$2.83 billion, will be dedicated to transit programs countywide. About twenty percent, or \$2.24 billion, 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, or \$591 million, will be used to enhance senior transportation programs and provide targeted, safe localized bus service.

Environmental Cleanup

Every day, more than 70 million gallons of oily pollution, litter, and dirty contaminants wash off streets, roads, and freeways and pour onto Orange County waterways and beaches. When it rains, the transportation-generated beach and ocean pollution increases tenfold. Under the plan, two percent of the gross Renewed Measure M Transportation Investment Plan, or \$237 million, will be dedicated to protecting Orange County beaches from this transportation-generated pollution (sometimes called "urban runoff") while improving ocean water quality.

Taxpayer Safeguards and Audits

When new transportation dollars are approved, they should go for transportation and transportation purposes alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation purposes. The Renewed Measure M must be just as airtight. One percent of the gross Measure M

program, or \$118.6 million over 30 years, will pay for annual, independent audits, taxpayer safeguards, an independent Taxpayer Oversight Committee assigned to watchdog government spending, and a full, public disclosure of all Renewed Measure M expenditures. A detailed review of the program must be conducted every ten years and, if needed, major changes in the investment plan must be brought before Orange County voters for approval. Taxpayers will receive an annual report detailing the Renewed Measure M expenditures. Additionally, as required by law, an estimated one and a half percent of the sales taxes generated, or \$178 million over 30 years, must be paid to the California State Board of Equalization for collecting the one-half cent sales tax that funds the Renewed Measure M Transportation Investment Plan.

In this pamphlet, every specific project, program, and safeguard included in the Renewed Measure M Transportation Investment Plan is explained. Similar details will be provided to every Orange County voter if the measure is placed on the ballot.





Freeway Projects Overview

Every day, traffic backs up somewhere on the Orange County freeway system. And, every day, freeway traffic seems to get a little worse.

In the past decade, Orange County has made major strides in re-building our aging freeway system. But there is still an enormous amount of work that needs to be done to make the freeway system work well. You see the need for improvement every time you drive on an Orange County freeway.

Forty-three percent of net revenues from the Renewed Measure M Transportation Investment Plan is dedicated to improving Orange County freeways, the largest portion of the 30-year transportation plan.

SR-91 is the Centerpiece

Making the troubled Riverside/Artesia Freeway (SR-91) work again is the centerpiece of the Renewed Measure M Freeway program. The fix on the SR-91 will require new lanes, new bridges, new overpasses, and, in the Santa Ana Canyon portion of the freeway, a diversion of drivers to the Foothill Corridor (SR-241) so the rest of the Orange County freeway system can work more effectively.

And there's more to the freeway program than the fix of SR-91 — much more. More than \$1 billion is earmarked for Interstate 5 in South County. More than \$800 million is slated to upgrade the San Diego Freeway (I-405) between Irvine and the Los Angeles County line. Another significant investment is planned on the congested Costa Mesa Freeway (SR-55). And needed projects designed to relieve traffic chokepoints are planned for almost every Orange County freeway.

To make any freeway system work, bottlenecks at interchanges also have to be fixed. The notorious Orange Crush Interchange — where the Santa Ana Freeway (I-5) meets the Orange Freeway (SR-57) and

the Garden Grove Freeway (SR-22) in a traffic tangle near Angel Stadium — is in need of a major face lift. And the intersection of Interstate 5 and the Costa Mesa Freeway (SR-55) is also slated for major repair.

Pays Big Dividends

Local investment in freeways also pays big dividends in the search for other needed freeway dollars. Because of state and federal matching rules, Orange County's local investment in freeway projects acts as a magnet for state and federal transportation dollars — pulling more freeway construction dollars into the county and allowing more traffic-reducing freeway projects to be built sooner.

Innovative Environmental Mitigation

A minimum of \$243.5 million will be available, subject to a Master Agreement, to provide for comprehensive, rather than piecemeal, mitigation of the environmental impacts of freeway improvements. Using a proactive, innovative approach, the Master Agreement negotiated between the Orange County Local Transportation Authority and state and federal resource agencies will provide higher-value environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals for the freeway program as a whole.

Freeway projects will also be planned, designed and constructed with consideration for their aesthetic, historic and environmental impacts on nearby properties and communities using such elements as parkway style designs, locally native landscaping, sound reduction and aesthetic treatments that complement the surroundings.



Orange County Freeway Projects



A	B	Santa Ana Freeway (I-5)	page 7	H	I	Riverside Freeway (SR-91)	page 11
C		Santa Ana Freeway/San Diego Freeway (I-5)	page 8	J		Riverside Freeway (SR-91)	page 12
D		Santa Ana Freeway/San Diego Freeway (I-5)	page 8	K	L	San Diego Freeway (I-405)	page 13-14
E		Garden Grove Freeway (SR-22)	page 9	M		Freeway Access Improvements (I-605)	page 15
F		Costa Mesa Freeway (SR-55)	page 9			(not mapped)	
G		Orange Freeway (SR-57)	page 10	N		Freeway Service Patrol (not mapped)	page 15



Freeway Projects

Santa Ana Freeway (I-5) Interchange Improvements

Project A

Santa Ana Freeway (I-5) Improvements between Costa Mesa Freeway (SR-55) and "Orange Crush" Area (SR-57)

Description:

Reduce freeway congestion through improvements at the SR-55/I-5 interchange area between the Fourth Street and Newport Boulevard ramps on I-5, and between Fourth Street and Edinger Avenue on SR-55. Also, add capacity on I-5 between SR-55 and SR-57 to relieve congestion at the "Orange Crush". The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. The current daily traffic volume on this segment of the I-5 between SR-55 and SR-57 is about 389,000. The demand is expected to grow by more than 19 percent by 2030, bringing the daily usage to 464,000 vehicles per day. Regional plans also include additional improvements on I-5 from the "Orange Crush" to SR-91 using federal and state funds.

Cost:

The estimated cost to improve this section of the I-5 is \$470.0 million.



Project B

Santa Ana Freeway (I-5) Improvements from the Costa Mesa Freeway (SR-55) to El Toro "Y" Area

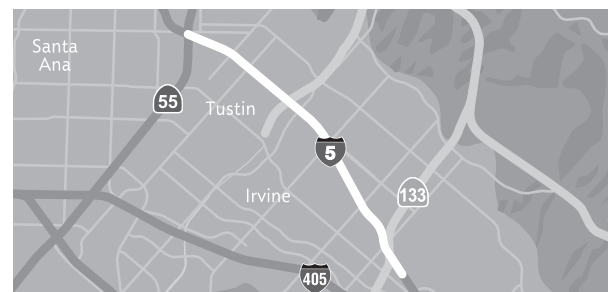
Description:

Build new lanes and improve the interchanges in the area between SR-55 and the SR-133 (near the El Toro "Y"). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Tustin, Santa Ana and north Orange County. The project will also make improvements at local interchanges, such as Jamboree Road. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. The current traffic volume on this segment of I-5 is about 356,000 vehicles per day and is expected to increase by nearly 24 percent, bringing it up to 440,000 vehicles per day. In addition to the projects described above, regional plans include additional improvements to this freeway at local interchanges, such as Culver Drive, using federal and state funds.

Cost:

The estimated cost to improve this section of I-5 is \$300.2 million.





Freeway Projects

Santa Ana Freeway/San Diego Freeway (I-5)

Project C

San Diego Freeway (I-5) Improvements South of the El Toro "Y"

Description:

Add new lanes to I-5 from the vicinity of the El Toro Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo. Also add new lanes on I-5 between Coast Highway and Avenida Pico interchanges to reduce freeway congestion in San Clemente. The project will also make major improvements at local interchanges as listed in Project D. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. Current traffic volume on I-5 near the El Toro "Y" is about 342,000 vehicles per day. This volume will increase in the future by 35 percent, bringing it up to 460,000 vehicles per day. Regional plans also include construction of a new freeway access point between Crown Valley Parkway and Avery Parkway as well as new off ramps at Stonehill Drive using federal and state funds.

Cost:

The estimated cost to improve these segments of I-5 is \$627.0 million.



Project D

Santa Ana Freeway / San Diego Freeway (I-5) Local Interchange Upgrades

Description:

Update and improve key I-5 interchanges such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, El Toro Road, and others to relieve street congestion around older interchanges and on ramps. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

In addition to the project described above, regional plans also include improvements to the local interchanges at Camino Capistrano, Oso Parkway, Alicia Parkway and Barranca Parkway using federal and state funds.

Cost:

The estimated cost for the I-5 local interchange upgrades is \$258.0 million.





Freeway Projects

Garden Grove Freeway (SR-22)

Costa Mesa Freeway (SR-55)

Project **E**

Garden Grove Freeway (SR-22) Access Improvements

Description:

Construct interchange improvements at Euclid Street, Brookhurst Street and Harbor Boulevard to reduce freeway and street congestion near these interchanges. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Regional plans also include the construction of new freeway-to-freeway carpool ramps to the SR-22/I-405 interchange, and improvements to the local interchange at Magnolia Avenue using federal and state funds.

Cost:

The estimated cost to improve the SR-22 interchanges is \$120.0 million.



Project **F**

Costa Mesa Freeway (SR-55) Improvements

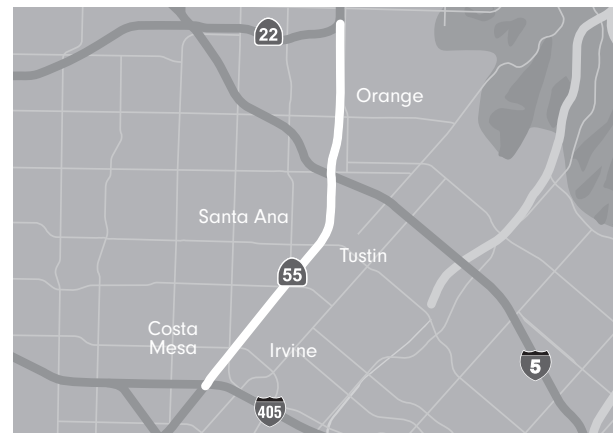
Description:

Add new lanes to SR-55 between Garden Grove Freeway (SR-22) and the San Diego Freeway (I-405), generally within existing right-of-way, including merging lanes between interchanges to smooth traffic flow. This project also provides for freeway operational improvements for the portion of SR-55 between SR-91 and SR-22. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. This freeway carries about 295,000 vehicles on a daily basis. This volume is expected to increase by nearly 13 percent, bringing it up to 332,000 vehicles per day in the future. In addition to the projects described above, regional plans also include a new street overcrossing and carpool ramps at Alton Avenue using federal and state funds.

Cost:

The estimated cost for these SR-55 improvements is \$366.0 million.





Freeway Projects

Orange Freeway (SR-57)

Project

Orange Freeway (SR-57) Improvements

Description:

Build a new northbound lane between Orangewood Avenue and Lambert Road. Other projects include improvements to the Lambert interchange and the addition of a northbound truck climbing lane between Lambert and Tonner Canyon Road. The improvements will be designed and coordinated specifically to reduce congestion at SR-57/SR-91 interchange. These improvements will be made generally within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. The daily traffic volume on this freeway is about 315,000 vehicles. By 2030, this volume will increase by 15 percent, bringing it up to 363,000 vehicles per day. In addition to the project described above, regional plans include new carpool ramps at Cerritos Avenue using federal and state funds.

Cost:

The estimated cost to implement SR-57 improvements is \$258.7 million.





Freeway Projects

Riverside Freeway (SR-91)

Project **H**

Riverside Freeway (SR-91) Improvements from the Santa Ana Freeway (I-5) to the Orange Freeway (SR-57)

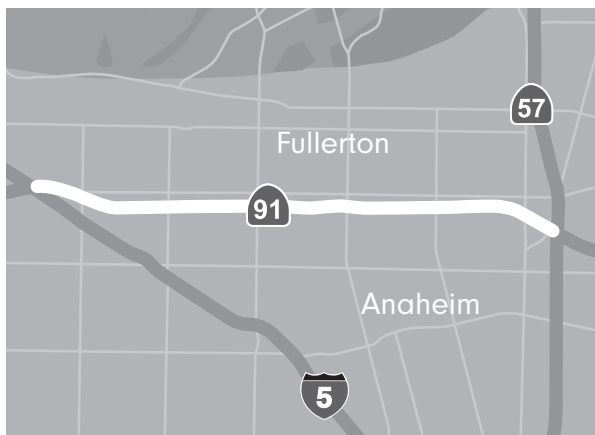
Description:

Add capacity in the westbound direction and provide operational improvements at on and off ramps to the SR-91 between I-5 and the Orange Freeway (SR-57), generally within existing right-of-way, to smooth traffic flow and relieve the SR-57/SR-91 interchange. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The current daily freeway volume along this segment of SR-91 is about 256,000. By 2030, this volume is expected to increase by nearly 13 percent, bringing it up to 289,900 vehicles per day.

Cost:

The estimated cost for improvements in this segment of SR-91 is \$140.0 million.



Project **I**

Riverside Freeway (SR-91) Improvements from Orange Freeway (SR-57) to the Costa Mesa Freeway (SR-55) Interchange Area

Description:

Improve the SR-91/SR-55 to SR-91/SR-57 interchange complex, including nearby local interchanges such as Tustin Avenue and Lakeview, as well as adding freeway capacity between SR-55 and SR-57. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Current freeway volume on this segment of the SR-91 is about 245,000 vehicles per day. This vehicular demand is expected to increase by 22 percent, bringing it up to 300,000 vehicles per day in the future.

Cost:

The estimated cost for these improvements to the SR-91 is \$416.5 million.





Freeway Projects

Riverside Freeway (SR-91)

Project J

Riverside Freeway (SR-91) Improvements from Costa Mesa Freeway (SR-55) to the Orange/ Riverside County Line

Description:

This project adds capacity on SR-91 beginning at SR-55 and extending to I-15 in Riverside County.

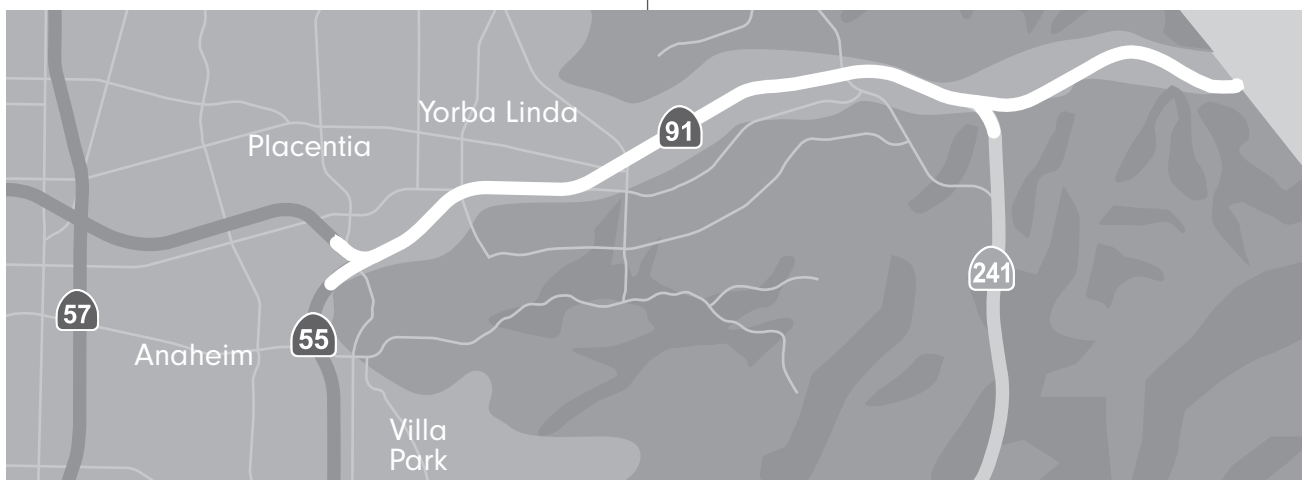
The first priority will be to improve the segment of SR-91 east of SR-241. The goal is to provide up to four new lanes of capacity between SR-241 and Riverside County Line by making best use of available freeway property, adding reversible lanes, building elevated sections and improving connections to SR-241. These projects would be constructed in conjunction with similar coordinated improvements in Riverside County extending to I-15 and provide a continuous set of improvements between SR-241 and I-15. The portion of improvements in Riverside County will be paid for from other sources. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

This project also includes improvements to the segment of SR-91 between SR-241 and SR-55. The concept is to generally add one new lane in each direction and improve the interchanges.

Today, this freeway carries about 314,000 vehicles every day. This volume is expected to increase by 36 percent, bringing it up to 426,000 vehicles by 2030.

Cost:

The estimated cost for these improvements to the SR-91 is \$925.0 million.





Freeway Projects

San Diego Freeway (I-405)

Project **K**

San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)

Description:

Add new lanes to the San Diego Freeway between I-605 and SR-55, generally within the existing right-of-way. The project will make best use of available freeway property, update interchanges and widen all local overcrossings according to city and regional master plans. The improvements will be coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange area to the north and I-405/SR-73 improvements to the south. The improvements will adhere to recommendations of the Interstate 405 Major Investment Study

(as adopted by the Orange County Transportation Authority Board of Directors on October 14, 2005) and will be developed in cooperation with local jurisdictions and affected communities.

Today, I-405 carries about 430,000 vehicles daily. The volume is expected to increase by nearly 23 percent, bringing it up to 528,000 vehicles daily by 2030. The project will increase freeway capacity and reduce congestion. Near-term regional plans also include the improvements to the I-405/SR-73 interchange as well as a new carpool interchange at Bear Street using federal and state funds.

Cost:

The estimated cost for these improvements to the I-405 is \$500.0 million.



Freeway Projects

San Diego Freeway (I-405)

Project **L**

San Diego Freeway (I-405) Improvements between Costa Mesa Freeway (SR-55) and Santa Ana Freeway (I-5)

Description:

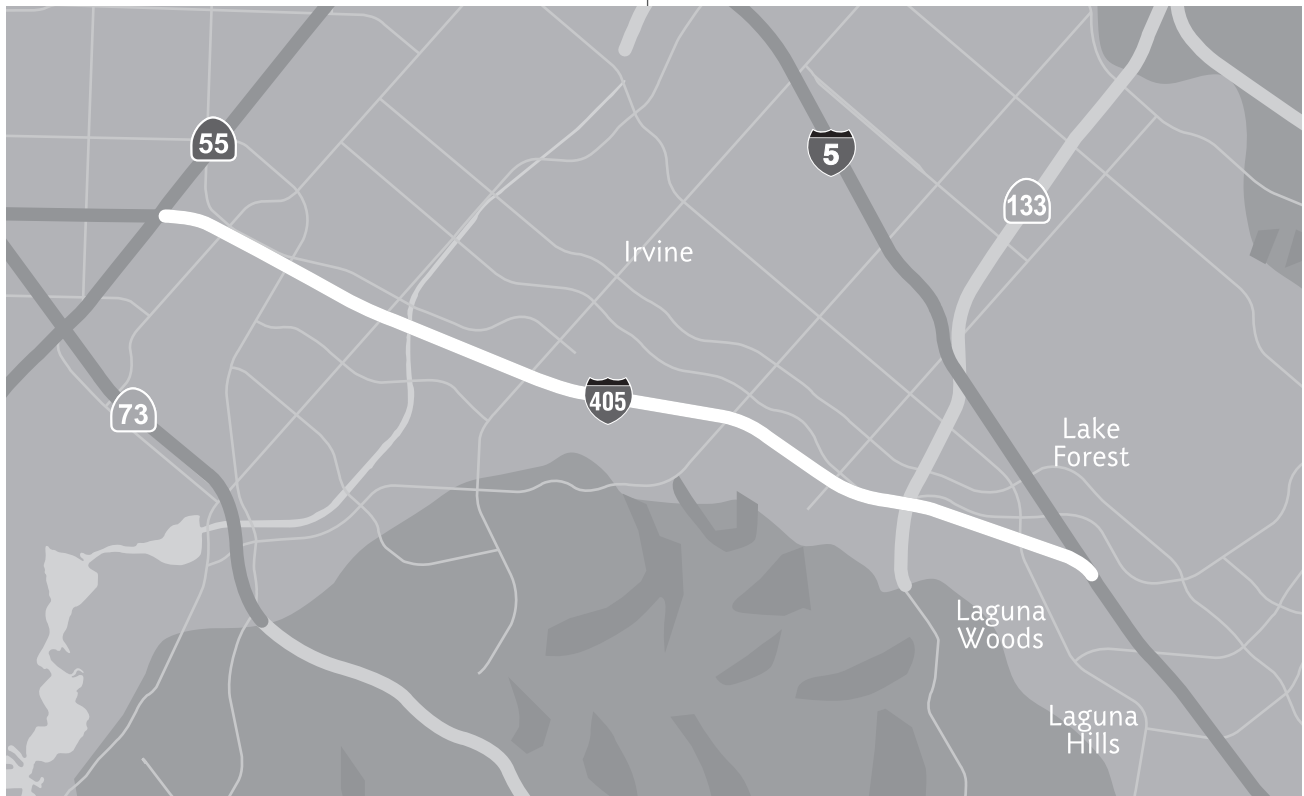
Add new lanes to the freeway from SR-55 to the I-5. The project will also improve chokepoints at interchanges and add merging lanes near on/off ramps such as Lake Forest Drive, Irvine Center Drive and SR-133 to improve the overall freeway operations in the I-405/I-5 El Toro "Y" area. The projects will generally be constructed within the existing right-of-way. Specific improvements will be

subject to approved plans developed in cooperation with local jurisdictions and affected communities.

This segment of the freeway carries 354,000 vehicles a day. This number will increase by nearly 13 percent, bringing it up to 401,000 vehicles per day by 2030. The project will increase freeway capacity and reduce congestion. In addition to the projects described above, regional plans include a new carpool interchange at Von Karman Avenue using federal and state funds.

Cost:

The estimated cost for these improvements to the I-405 is \$319.7 million.





Freeways Projects

I-605 Freeway Access Improvements Freeway Service Patrol

Project **M**

I-605 Freeway Access Improvements

Description:

Improve freeway access and arterial connection to I-605 serving the communities of Los Alamitos and Cypress. The project will be coordinated with other planned improvements along SR-22 and I-405. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Regional plans also include the addition of new freeway-to-freeway carpool ramps to the I-405/I-605 interchange using federal and state funds. This improvement will connect to interchange improvements at I-405 and SR-22 as well as new freeway lanes between I-405 and I-605.

Cost:

The estimated cost to make these I-605 interchange improvements is \$20.0 million.

Project **N**

Freeway Service Patrol

Description:

The Freeway Service Patrol (FSP) provides competitively bid, privately contracted tow truck service for motorists with disabled vehicles on the freeway system. This service helps stranded motorists and quickly clears disabled vehicles out of the freeway lanes to minimize congestion caused by vehicles blocking traffic and passing motorists rubbernecking.

Currently Freeway Service Patrol is available on Orange County freeways Monday through Friday during peak commuting hours. This project would assure that this basic level of service could be continued through 2041. As demand and congestion levels increase, this project would also permit service hours to be extended throughout the day and into the weekend.

Cost:

The estimated cost to support the Freeway Service Patrol Program for thirty years beyond 2011 is \$150.0 million.





Streets and Roads Projects Overview

Orange County has more than 6,500 lane miles of aging streets and roads, many of which are in need of repair, rejuvenation and improvement. Intersections need to be widened, traffic lights need to be synchronized, and potholes need to be filled. And, in many cases, to make Orange County's transportation system work smoothly, we need to add additional lanes to existing streets.

Thirty-two percent of net revenues from the Renewed Measure M Transportation Investment Plan is dedicated to maintaining streets, fixing potholes, improving intersections and widening city streets and county roads.

Making the System Work

Making the existing system of streets and roads work better—by identifying spot intersection improvements, filling potholes, repaving worn-out streets—is the basis of making a countywide transportation system work. That basis has to be the first priority. But to operate a successful, countywide system of streets and roads, we need more: street widenings and traffic signals synchronized countywide. And there's more. Pedestrian safety near local schools needs to be improved. Traffic flow must be smoothed. Street repairs must be made sooner. And, perhaps most importantly, cities and the county must work together—collaboratively—to find simple, low-cost traffic solutions.

Renewed Measure M provides financial incentives for traffic improvements that cross city and county lines, providing a seamless, county-wide transportation system that's friendly to regional commuters and fair to local residents.

Better Cooperation

To place a higher priority on cooperative, collaborative regional decision-making, Renewed Measure M creates incentives that encourage traffic lights to be coordinated across jurisdictional lines, major street improvements to be better coordinated on a regional basis, and street repair programs to be a high priority countywide. To receive Measure M funding, cities and the county have to cooperate.

The Streets and Roads program in Renewed Measure M involves shared responsibilities—local cities and the county set their local priorities within a competitive, regional framework that rewards cooperation, honors best practices, and encourages government agencies to work together.



Orange County Streets and Roads Projects



○ Regional Capacity Program
(not mapped)
Nearly 1,000 miles of new lanes

page 18

○ Local Fair Share Program
(not mapped)
Street maintenance and improvements

page 20

P Regional Traffic Signal Synchronization Program page 19
(see grid above)
Over 750 miles of roadway
Over 2,000 coordinated signals



Streets and Roads Projects

Regional Capacity Program

Project

Regional Capacity Program

Description:

This program, in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways (MPAH). The program also provides for intersection improvements and other projects to help improve street operations and reduce congestion. The program allocates funds through a competitive process and targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness, project readiness, etc.

Local jurisdictions must provide a dollar-for-dollar match to qualify for funding, but can be rewarded with lower match requirements if they give priority to other key objectives, such as better road maintenance and regional signal synchronization.

Roughly 1,000 miles of new street lanes remain to be completed, mostly in the form of widening existing streets to their ultimate planned width. Completion of the system will result in a more even traffic flow and efficient system.

Another element of this program is funding for construction of railroad over or underpass grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe railroad in northern Orange County.

Cost:

The estimated cost for these street improvement projects is \$1,132.8 million.





Streets and Roads Projects

Regional Traffic Signal Synchronization Program

Project **P**

Regional Traffic Signal Synchronization Program

Description:

This program targets over 2,000 signalized intersections across the County for coordinated operation. The goal is to improve the flow of traffic by developing and implementing regional signal coordination programs that cross jurisdictional boundaries.

Most traffic signal synchronization programs today are limited to segments of roads or individual cities and agencies. For example, signals at intersections of freeways with arterial streets are controlled by Caltrans, while nearby signals at local street intersections are under the control of cities. This results in the street system operating at less than maximum efficiency. When completed, this project can increase the capacity of the street grid and reduce the delay by over six million hours annually.

To ensure that this program is successful, cities, the County of Orange and Caltrans will be required to work together and prepare a common traffic signal synchronization plan and the necessary governance and legal arrangements before receiving funds. In addition, cities will be required to provide 20 percent of the costs. Once in place, the program will provide funding for ongoing maintenance and operation of the synchronization plan. Local jurisdictions will be required to publicly report on the performance of their signal synchronization efforts at least every three years. Signal equipment to give emergency vehicles priority at intersections will be an eligible expense for projects implemented as part of this program.

Cost:

The estimated cost of developing and maintaining a regional traffic signal synchronization program for Orange County is \$453.1 million.



Streets and Roads Projects

Local Fair Share Program

Project

Local Fair Share Program

Description:

This element of the program will provide flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. In addition, cities can use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc.

This program is intended to augment, rather than replace, existing transportation expenditures and therefore cities must meet the following requirements to receive the funds.

1. Continue to invest General Fund monies (or other local discretionary monies) for transportation and annually increase this commitment to keep pace with inflation.
2. Agree to use Measure M funds for transportation purposes only, subject to full repayment and a loss of funding eligibility for five years for any misuse.
3. Agree to separate accounting for Measure M funds and annual reporting on actual Measure M expenditures.
4. Develop and maintain a Pavement Management Program to ensure timely street maintenance and submit regular public reports on the condition of streets.

5. Annually submit a six-year Capital Improvement Program and commit to spend Measure M funds within three years of receipt.
6. Agree to assess traffic impacts of new development and require that new development pay a fair share of any necessary transportation improvements.
7. Agree to plan, build and operate major streets consistent with the countywide Master Plan of Arterial Highways to ensure efficient traffic flow across city boundaries.
8. Participate in Traffic Forums with neighboring jurisdictions to facilitate the implementation and maintenance of traffic signal synchronization programs and projects. This requires cities to balance local traffic policies with neighboring cities—for selected streets—to promote more efficient traffic circulation overall.
9. Agree to consider land use planning strategies that are transit-friendly, support alternative transportation modes including bike and pedestrian access and reduce reliance on the automobile.

The funds under this program are distributed to cities and the County of Orange by formula once the cities have fulfilled the above requirements. The formula will account for population, street mileage and amount of sales tax collected in each jurisdiction.

Cost:

The estimated cost for this program for thirty years is \$2,039.1 million.





Transit Overview

Building streets, roads and freeways helps fix today's traffic problems. Building a visionary transit system that is safe, clean and convenient focuses on Orange County's transportation future.

Twenty-five percent of net revenues from the Renewed Measure M Transportation Investment Plan is allocated towards building and improving rail and bus transportation in Orange County. Approximately twenty percent of the Renewed Measure M funds is allocated to developing a creative countywide transit program and five percent of the revenues will be used to enhance programs for senior citizens and for targeted, localized bus service. All transit expenditures must be consistent with the safeguards and audit provisions of the Plan.

A New Transit Vision

The key element of the Renewed Measure M transit program is improving the 100-year old Santa Fe rail line, known today as the Los Angeles/San Diego (LOSSAN) rail corridor, through the heart of the county. Then, by using this well-established, operational commuter rail system as a platform for future growth, existing rail stations will be developed into regional transportation hubs that can serve as regional transportation gateways or the centerpiece of local transportation services. A series of new, well-coordinated, flexible transportation systems, each one customized to the unique transportation vision the station serves, will be developed. Creativity and good financial sense will be encouraged. Partnerships will be promoted. Transportation solutions for each transportation hub can range from monorails to local mini-bus systems to new technologies. Fresh thinking will be rewarded.

The new, localized transit programs will bring competition to local transportation planning, creating a marketplace of transportation ideas where the best ideas emerge and compete for funding. The plan is to encourage civic entrepreneurship and stimulate private involvement and investment.

Transit Investment Criteria

The guiding principles for all transit investments are value, safety, convenience and reliability. Each local transit vision will be evaluated against clear criteria, such as congestion relief, cost-effectiveness, readiness, connectivity, and a sound operating plan.

In terms of bus services, more specialized transit services, including improved van services and reduced fares for senior citizens and people with disabilities, will be provided. Safety at key bus stops will be improved. And a network of community-based, mini-bus services will be developed in areas outside of the central county rail corridor.



Orange County Transit Projects



- R** High Frequency Metrolink Service (—○— = existing rail line/stations) page 23
- S** Transit Extensions to Metrolink (◎) page 23
- T** Metrolink Gateways (not mapped) page 24
- U** Expand Mobility Choices for Seniors and Persons with Disabilities (countywide; not mapped) page 24
- V** Community Based Transit/Circulators (countywide; not mapped) page 25
- W** Safe Transit Stops (countywide; not mapped) page 25



Transit Projects

High Frequency Metrolink Service Transit Extensions to Metrolink

Project **R**

High Frequency Metrolink Service

Description:

This project will increase rail services within the county and provide frequent Metrolink service north of Fullerton to Los Angeles. The project will provide for track improvements, more trains, and other related needs to accommodate the expanded service.

This project is designed to build on the successes of Metrolink and complement service expansion made possible by the current Measure M. The service will include upgraded stations and added parking capacity; safety improvements and quiet zones along the tracks; and frequent shuttle service and other means, to move arriving passengers to nearby destinations.

The project also includes funding for improving grade crossings and constructing over or underpasses at high volume arterial streets that cross the Metrolink tracks.

Cost:

The estimated cost of capital and operations is \$1,014.1 million.

Project **S**

Transit Extensions to Metrolink

Description:

Frequent service in the Metrolink corridor provides a high capacity transit system linking communities within the central core of Orange County. This project will establish a competitive program for local jurisdictions to broaden the reach of the rail system to other activity centers and communities. Proposals for extensions must be developed and supported by local jurisdictions and will be evaluated against well-defined and well-known criteria as follows:

- Traffic congestion relief
- Project readiness, with priority given to projects that can be implemented within the first five years of the Plan
- Local funding commitments and the availability of right-of-way
- Proven ability to attract other financial partners, both public and private
- Cost-effectiveness
- Proximity to jobs and population centers
- Regional as well as local benefits
- Ease and simplicity of connections
- Compatible, approved land uses
- Safe and modern technology
- A sound, long-term operating plan

This project shall not be used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor. The emphasis shall be on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately adjacent to the Metrolink corridor. It is intended that multiple transit projects be funded through





Transit Projects

Metrolink Gateways

Expand Mobility Choices for Seniors and Persons with Disabilities

a competitive process and no single project may be awarded all of the funds under this program.

These connections may include a variety of transit technologies such as conventional bus, bus rapid transit or high capacity rail transit systems as long as they can be fully integrated and provide seamless transition for the users.

Cost:

The estimated cost to implement this program over thirty years is \$1,000.0 million.

Project **T**

Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Description:

This program will provide the local improvements that are necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route.

The State of California is currently planning a high-speed rail system linking northern and southern California. One line is planned to terminate in Orange County. In addition, several magnetic levitation (MAGLEV) systems that would connect Orange County to Los Angeles and San Bernardino Counties, including a link from Anaheim to Ontario airport, are also being planned or proposed by other agencies.

Cost:

The estimated Measure M share of the cost for these regional centers and connections is \$226.6 million.



Project **U**

Expand Mobility Choices for Seniors and Persons with Disabilities

Description:

This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:

- One percent of net revenues will stabilize fares and provide fare discounts for bus services, specialized ACCESS services and future rail services
- One percent of net revenues will be available to continue and expand local community van service for seniors through the existing Senior Mobility Program
- One percent will supplement existing countywide senior non-emergency medical transportation services

Over the next 30 years, the population age 65 and over is projected to increase by 93 percent. Demand for transit and specialized transportation services for seniors and persons with disabilities is expected to increase proportionately.

Cost:

The estimated cost to provide these programs over 30 years is \$339.8 million.



Transit Projects

Community Based Transit/Circulators Safe Transit Stops

Project **V**

Community Based Transit/Circulators

Description:

This project will establish a competitive program for local jurisdictions to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. Projects will need to meet performance criteria for ridership, connection to bus and rail services, and financial viability to be considered for funding. All projects must be competitively bid, and they cannot duplicate or compete with existing transit services.

Cost:

The estimated cost of this project is \$226.5 million.

Project **W**

Safe Transit Stops

Description:

This project provides for passenger amenities at 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines.

Cost:

The estimated cost of this project is \$25.0 million.



Environmental Cleanup Overview

Every day, more than 70 million gallons of oily pollution, litter, and dirty contamination washes off streets, roads and freeways and pours onto Orange County waterways and beaches. When it rains, the transportation-generated pollution increases tenfold, contributing to the increasing number of beach closures and environmental hazards along the Orange County coast.

Prior to allocation of funds for freeway, street and transit projects, two percent of gross revenues from the Renewed Measure M Transportation Investment Plan is set aside to protect Orange County beaches from transportation-generated pollution (sometimes called “urban runoff”) and improving ocean water quality.

Countywide Competitive Program

Measure M Environmental Cleanup funds will be used on a countywide, competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices, such as catch basins with state-of-the-art biofiltration systems; or special roadside landscaping systems called bioswales that filter oil runoff from streets, roads and freeways.

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.



Environmental Cleanup

Project **X**

Environmental Cleanup

Description:

Implement street and highway related water quality improvement programs and projects that will assist Orange County cities, the County of Orange and special districts to meet federal Clean Water Act standards for urban runoff.

The Environmental Cleanup monies may be used for water quality improvements related to both existing and new transportation infrastructure, including capital and operations improvements such as:

- Catch basin screens, filters and inserts
- Roadside bioswales and biofiltration channels
- Wetlands protection and restoration
- Continuous Deflective Separation (CDS) units
- Maintenance of catch basins and bioswales
- Other street-related “Best Management Practices” for capturing and treating urban runoff

This program is intended to augment, not replace existing transportation related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. In addition, all new freeway, street and transit capital projects will include water quality mitigation as part of project scope and cost.

The Environmental Cleanup program is subject to the following requirements:

- Development of a comprehensive countywide capital improvement program for transportation related water quality improvements
- A competitive grant process to award funds to the highest priority, most cost-effective projects
- A matching requirement to leverage other federal, state and local funds for water quality improvements
- A maintenance of effort requirement to ensure that funds augment, not replace existing water quality programs
- Annual reporting on actual expenditures and an assessment of the water quality benefits provided
- A strict limit on administrative costs and a requirement to spend funds within three years of receipt
- Penalties for misuse of any of the Environmental Cleanup funds

Cost:

The estimated cost for the Environmental Cleanup program is \$237.2 million. In addition it is estimated that new freeway, road and transit projects funded by the Renewed Measure M Transportation Investment Plan will include more than \$165 million for mitigating water quality impacts.





Taxpayer Safeguards and Audits Overview

When new transportation dollars are approved, they should go for transportation and transportation alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation. The Renewed Measure M will be just as airtight.

And there will be no hidden costs in the program.

Prior to allocation of funds for freeway, street and transit projects, one percent of gross revenues from the Renewed Measure M Transportation Investment Plans is set aside for audits, safeguards, and taxpayer protection. By state law, one and one half percent of the gross sales taxes generated by Measure M must be paid to the California State Board of Equalization for collecting the countywide one-half percent sales tax that funds the Transportation Investment Program.

Special Trust Fund

To guarantee transportation dollars are used for transportation purposes, all funds must be kept in a special trust fund. An independent, outside audit of this fund will protect against cheaters who try to use the transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any agency that cheats from receiving Measure M funds for a five-year period.

The annual audits, and annual reports detailing project progress, will be sent to Orange County taxpayers every year and will be reviewed in public session by a special Taxpayer Oversight Committee that can raise fiscal issues, ask tough questions, and must independently certify, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan.

Back to the Voters

Of course, over the next 30 years, things will change. Minor adjustments can be made by a 2/3 vote of the Taxpayer Oversight Committee and a 2/3 vote of the Orange County Local Transportation Authority Board of Directors. Major changes must be taken back to voters for authorization. And, every ten years, and more frequently if necessary, the Orange County Local Transportation Authority must conduct a thorough examination of the Renewed Measure M Investment Plan and determine if major changes should be submitted to the voters.

There are other important taxpayer safeguards, all designed to insure the integrity of the voter-authorized plans. But each is focused on one goal: guaranteeing that new transportation dollars are devoted to solving Orange County's traffic problems and that no transportation dollars are diverted to anything else.



Taxpayer Safeguards and Audits

Taxpayer Safeguards and Audits

Description:

Implement and maintain strict taxpayer safeguards to ensure that the Renewed Measure M Transportation Investment Plan is delivered as promised. Restrict administrative costs to one percent (1%) of total tax revenues and state collection of the tax as prescribed in state law [currently one-and-one-half (1.5%) percent].

Administration of the Transportation Investment Plan and all spending is subject to the following specific safeguards and requirements:

Oversight

- All spending is subject to an annual independent audit
- Spending decisions must be annually reviewed and certified by an independent Taxpayer Oversight Committee
- An annual report on spending and progress in implementing the Plan must be submitted to taxpayers

Integrity of the Plan

- No changes to the Plan can be made without review and approval by 2/3 vote of the Taxpayer Oversight Committee
- Major changes to the Plan such as deleting a project or shifting projects among major spending categories (Freeways, Streets & Roads, Transit, Environmental Cleanup) must be ratified by a majority of voters
- The Plan must be subject at least every ten years to public review and assessment of progress in delivery, public support and changed circumstances. Any significant proposed changes to the Plan must be approved by the Taxpayer Oversight Committee and ratified by a majority of voters.

Fund Accounting

- All tax revenues and interest earned must be deposited and maintained in a separate trust fund. Local jurisdictions that receive allocations must also maintain them in a separate fund.
- All entities receiving tax funds must report annually on expenditures and progress in implementing projects
- At any time, at its discretion, the Taxpayer Oversight Committee may conduct independent reviews or audits of the spending of tax funds
- The elected Auditor/Controller of Orange County must annually certify that spending is in accordance with the Plan

Spending Requirements

- Local jurisdictions receiving funds must abide by specific eligibility and spending requirements detailed in the Streets & Roads and Environmental Cleanup components of the Plan
- Funds must be used only for transportation purposes described in the Plan. The penalty for misspending is full repayment and loss of funding eligibility for a period of five years.
- No funds may be used to replace private developer funding committed to any project or improvement
- Funds shall augment, not replace existing funds
- Every effort shall be made to maximize matching state and federal transportation dollars



Taxpayer Safeguards and Audits

Taxpayer Oversight Committee

- The committee shall consist of eleven members—two members from each of the five Board of Supervisor's districts, who shall not be elected or appointed officials—along with the elected Auditor/Controller of Orange County
- Members shall be recruited and screened for expertise and experience by the Orange County Grand Jurors Association. Members shall be selected from the qualified pool by lottery.
- The committee shall be provided with sufficient resources to conduct independent reviews and audits of spending and implementation of the Plan

Collecting the Tax

- The State Board of Equalization shall be paid one-and-one-half (1.5) percent of gross revenues each fiscal year for its services in collecting sales tax revenue as prescribed in Section 7273 of the State's Revenue and Taxation Code

Cost:

The estimated cost for Safeguards and Audits over thirty years is \$296.6 million.





Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
Freeway Projects (in millions)				\$4,871.1
I-5	Santa Ana Freeway Interchange Improvements	A	\$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	1,481.5	
I-405	San Diego Freeway Improvements	K L	819.7	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
Streets & Roads Projects (in millions)				\$3,625.0
	Regional Capacity Program	O	\$1,132.8	
	Regional Traffic Signal Synchronization Program	P	453.1	
	Local Fair Share Program	Q	2,039.1	
Transit Projects (in millions)				\$2,832.0
	High Frequency Metrolink Service	R	\$1,014.1	
	Transit Extensions to Metrolink	S	1,000.0	
	Metrolink Gateways	T	226.6	
	Expand Mobility Choices for Seniors and Persons with Disabilities	U	339.8	
	Community Based Transit/Circulators	V	226.5	
	Safe Transit Stops	W	25.0	
Environmental Cleanup (in millions)				\$237.2
	Clean Up Highway and Street Runoff that Pollutes Beaches	X	\$237.2	
Taxpayer Safeguards and Audits (in millions)				\$296.6
	Collect Sales Taxes (State charges required by law)		\$178.0	
	Oversight and Annual Audits		118.6	
Total (2005 dollars in millions)				\$11,861.9

ATTACHMENT B
ALLOCATION OF NET REVENUES

I. DEFINITIONS.

For purposes of the Ordinance the following words shall mean as stated.

A. "Capital Improvement Program": a multi-year-year funding plan to implement capital transportation projects and/or programs, including but not limited to capacity, safety, operations, maintenance, and rehabilitation projects.

B. "Circulation Element": an element of an Eligible Jurisdiction's General Plan depicting planned roadways and related policies, including consistency with the MPAH.

C. "Congestion Management Program": a program established in 1990 (California Government Code 65089), for effective use of transportation funds to alleviate traffic congestion and related impacts through a balanced transportation and land use planning process.

D. "Eligible Jurisdiction": a city in Orange County or the County of Orange, which satisfies the requirements of Section III A.

E. "Encumbrance": the execution of a contract or other action to be funded by Net Revenues.

F. "Environmental Cleanup": street, highway, freeway and transit related water quality improvement programs and projects as described in the Plan.

G. "Environmental Cleanup Revenues": Two percent (2%) of the Revenues allocated annually plus interest and other earnings on the allocated revenues, which shall be maintained in a separate account.

H. "Expenditure Report": a detailed financial report to account for receipt, interest earned and use of Measure M and other funds consistent with requirements of the Ordinance.

I. "Freeway Project": the planning, design, construction, improvement,

1 operation or maintenance necessary for, incidental to, or convenient for a state or interstate
2 freeway.

3 J. "Local Fair Share Program": a formula-based allocation to Eligible
4 Jurisdictions for Street and Road Projects as described in the Plan.

5 K. "Local Traffic Signal Synchronization Plan": identification of traffic
6 signal synchronization street routes and traffic signals within a jurisdiction.

7 L. "Master Plan of Arterial Highways (MPAH)": a countywide
8 transportation plan administered by the Authority defining the ultimate number of through
9 lanes for arterial streets, and designating the traffic signal synchronization street routes in
10 Orange County.

11 M. "Net Revenues": The remaining Revenues after the deduction for: (i)
12 amounts payable to the State Board of Equalization for the performance of functions
13 incidental to the administration and operation of the Ordinance, (ii) costs for the
14 administration of the Ordinance, (iii) two percent (2%) of the Revenues annually allocated
15 for Environmental Cleanup, and (iv) satisfaction of debt service requirements of all bonds
16 issued pursuant to the Ordinance that are not satisfied out of separate allocations.

17 N. "Pavement Management Plan": a plan to manage the preservation,
18 rehabilitation, and maintenance of paved roads by analyzing pavement life cycles,
19 assessing overall system performance and costs, and determining alternative strategies
20 and costs necessary to improve paved roads.

21 O. "Permit Streamlining": commitments by state and federal agencies to
22 reduce project delays associated with permitting of freeway projects through development
23 of a comprehensive conservation strategy early in the planning process and the permitting
24 of multiple projects with a single comprehensive conservation strategy.

25 P. "Programmatic Mitigation": permanent protection of areas of high
26 ecological value, and associated restoration, management and monitoring, to
27 comprehensively compensate for numerous, smaller impacts associated with individual
28 transportation projects. Continued function of existing mitigation features, such as wildlife

1 passages, is not included.

2 Q. "Project Final Report": certification of completion of a project funded
3 with Net Revenues, description of work performed, and accounting of Net Revenues
4 expended and interest earned on Net Revenues allocated for the project.

5 R. "Regional Capacity Program": capital improvement projects to
6 increase roadway capacity and improve roadway operation as described in the Plan.

7 S. "Regional Traffic Signal Synchronization Program": competitive capital
8 and operations funding for the coordination of traffic signals across jurisdictional boundaries
9 as included in the Traffic Signal Synchronization Master Plan and as described in the Plan.

10 T. "Revenues": All gross revenues generated from the transactions and
11 use tax of one-half of one percent (1/2%) plus any interest or other earnings thereon.

12 U. "State Board of Equalization": agency of the State of California
13 responsible for the administration of sales and use taxes.

14 V. "Street and Road Project": the planning, design, construction,
15 improvement, operation or maintenance necessary for, incidental to, or convenient for a
16 street or road, or for any transportation purpose, including, but not limited to, purposes
17 authorized by Article XIX of the California Constitution.

18 W. "Traffic Forums": a group of Eligible Jurisdictions working together to
19 facilitate the planning of traffic signal synchronization among the respective jurisdictions.

20 X. "Traffic Signal Synchronization Master Plan": an element of the
21 MPAH to promote smooth traffic flow through synchronization of traffic signals along
22 designated street routes in the County.

23 Y. "Transit": the transportation of passengers by bus, rail, fixed guideway
24 or other vehicle.

25 Z. "Transit Project": the planning, design, construction, improvement,
26 equipment, operation or maintenance necessary for, or incidental to, or convenient for
27 transit facilities or transit services.

28 AA. "Watershed Management Areas": areas to be established by the

1 County of Orange, in cooperation with local jurisdictions, or by another public entity with
2 appropriate legal authority, for the management of water run-off related to existing or new
3 transportation projects.

4 II. REQUIREMENTS.

5 The Authority may allocate Net Revenues to the State of California, an Eligible
6 Jurisdiction, or the Authority for any project, program or purpose as authorized by the
7 Ordinance, and the allocation of Net Revenues by the Authority shall be subject to the
8 following requirements:

9 A. Freeway Projects

10 1. The Authority shall make every effort to maximize state and
11 federal funding for Freeway Projects. No Net Revenues shall be allocated in any year to
12 any Freeway Project if the Authority has made findings at a public meeting that the state or
13 the federal government has reduced any allocations of state funds or federal funds to the
14 Authority as the result of the addition of any Net Revenues.

15 2. All Freeway Projects funded with Net Revenues, including
16 project development and overall project management, shall be a joint responsibility of
17 Caltrans, the Authority, and the affected jurisdiction(s). All major approval actions,
18 including the project concept, the project location, and any subsequent change in project
19 scope shall be jointly agreed upon by Caltrans, the Authority, and the project sponsors, and
20 where appropriate, by the Federal Highway Administration and/or the California
21 Transportation Commission.

22 3. Prior to the allocation of Net Revenues for a Freeway Project,
23 the Authority shall obtain written assurances from the appropriate state agency that after
24 the Freeway Project is constructed to at least minimum acceptable state standards, the
25 state shall be responsible for the maintenance and operation of such Freeway Project.

26 4. Freeway Projects will be built largely within existing rights of
27 way using the latest highway design and safety requirements. However, to the greatest
28 extent possible within the available budget, Freeway Projects shall be implemented using

1 Context Sensitive Design, as described in the nationally recognized Federal Highway
2 Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway
3 Projects will be planned, designed and constructed using a flexible community-responsive
4 and collaborative approach to balance aesthetic, historic and environmental values with
5 transportation safety, mobility, maintenance and performance goals. Context Sensitive
6 Design features include: parkway-style designs; environmentally friendly, locally native
7 landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs
8 and themes that are in harmony with the surrounding communities.

9 5. At least five percent (5%) of the Net Revenues allocated for
10 Freeway Projects shall fund Programmatic Mitigation for Freeway Projects. These funds
11 shall be derived by pooling funds from the mitigation budgets of individual Freeway
12 Projects, and shall only be allocated subject to the following:

13 a. Development of a Master Environmental Mitigation and
14 Resource Protection Plan and Agreement (Master Agreement) between the Authority and
15 state and federal resource agencies that includes:

16 (i) commitments by the Authority to provide for
17 programmatic environmental mitigation of the Freeway Projects,

18 (ii) commitments by state and federal resource
19 agencies to reduce project delays associated with permitting and streamline the permit
20 process for Freeway Projects,

21 (iii) an accounting process for mitigation obligations
22 and credits that will document net environmental benefit from regional, programmatic
23 mitigation in exchange for net benefit in the delivery of transportation improvements
24 through streamlined and timely approvals and permitting, and

25 (iv) a description of the specific mitigation actions and
26 expenditures to be undertaken and a phasing, implementation and maintenance plan.

27 (v) appointment by the Authority of a Mitigation and
28 Resource Protection Program Oversight Committee ("Environmental Oversight

Committee”) to make recommendations to the Authority on the allocation of the Net Revenues for programmatic mitigation, and to monitor implementation of the Master Agreement. The Environmental Oversight Committee shall consist of no more than twelve members and be comprised of representatives of the Authority, Caltrans, state and federal resource agencies, non-governmental environmental organizations, the public and the Taxpayers Oversight Committee.

b. A Master Agreement shall be developed as soon as practicable following the approval of the ballot proposition by the electors. It is the intent of the Authority and state and federal resource agencies to develop a Master Agreement prior to the implementation of Freeway Projects.

c. Expenditures of Net Revenues made subject to a Master Agreement shall be considered a Freeway Project and may be funded from the proceeds of bonds issued subject to Section 5 of the Ordinance.

B. Transit Projects

1. The Authority shall make every effort to maximize state and federal funding for Transit Projects. No Net Revenues shall be allocated in any year for any Transit Project if the Authority has made findings at a public meeting that the state or the federal government has reduced any allocations of state funds or federal funds to the Authority as the result of the addition of any Revenues.

2. Prior to the allocation of Net Revenues for a Transit Project, the Authority shall obtain a written agreement from the appropriate jurisdiction that the Transit Project will be constructed, operated and maintained to minimum standards acceptable to the Authority.

C. Street and Road Projects

Prior to the allocation of Net Revenues for any Street and Road Project, the Authority, in cooperation with affected agencies, shall determine the entity(ies) to be responsible for the maintenance and operation thereof.

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1 III. REQUIREMENTS FOR ELIGIBLE JURISDICTIONS.

2 A. In order to be eligible to receive Net Revenues, a jurisdiction shall
3 satisfy and continue to satisfy the following requirements.

4 1. Congestion Management Program. Comply with the conditions
5 and requirements of the Orange County Congestion Management Program (CMP)
6 pursuant to the provisions of Government Code Section 65089.

7 2. Mitigation Fee Program. Assess traffic impacts of new
8 development and require new development to pay a fair share of necessary transportation
9 improvements attributable to the new development.

10 3. Circulation Element. Adopt and maintain a Circulation Element
11 of the jurisdiction's General Plan consistent with the MPAH.

12 4. Capital Improvement Program. Adopt and update biennially a
13 six-year Capital Improvement Program (CIP). The CIP shall include all capital
14 transportation projects, including projects funded by Net Revenues, and shall include
15 transportation projects required to demonstrate compliance with signal synchronization and
16 pavement management requirements.

17 5. Traffic Forums.

18 Participate in Traffic Forums to facilitate the planning of traffic
19 signal synchronization programs and projects. Eligible Jurisdictions and Caltrans, in
20 participation with the County of Orange and the Orange County Division of League of
21 Cities, will establish the boundaries for Traffic Forums. The following will be considered
22 when establishing boundaries:

- 23 a. Regional traffic routes and traffic patterns;
24 b. Inter-jurisdictional coordination efforts; and
25 c. Total number of Traffic Forums.

26 6. Local Traffic Signal Synchronization Plan. Adopt and maintain a
27 Local Traffic Signal Synchronization Plan which shall identify traffic signal synchronization
28 street routes and traffic signals; include a three-year plan showing costs, available funding

1 and phasing of capital, operations and maintenance of the street routes and traffic signals;
2 and include information on how the street routes and traffic signals may be synchronized
3 with traffic signals on the street routes in adjoining jurisdictions. The Local Traffic Signal
4 Synchronization Plan shall be consistent with the Traffic Signal Synchronization Master
5 Plan.

6 7. Pavement Management Plan. Adopt and update biennially a
7 Pavement Management Plan, and issue, using a common format approved by the
8 Authority, a report every two years regarding the status of road pavement conditions and
9 implementation of the Pavement Management Plan.

10 a. Authority, in consultation with the Eligible Jurisdictions,
11 shall define a countywide management method to inventory, analyze and evaluate road
12 pavement conditions, and a common method to measure improvement of road pavement
13 conditions.

14 b. The Pavement Management Plan shall be based on:
15 either the Authority's countywide pavement management method or a comparable
16 management method approved by the Authority, and the Authority's method to measure
17 improvement of road pavement conditions.

18 c. The Pavement Management Plan shall include:
19 (i) Current status of pavement on roads;
20 (ii) A six-year plan for road maintenance and
21 rehabilitation, including projects and funding;
22 (iii) The projected road pavement conditions resulting
23 from the maintenance and rehabilitation plan; and
24 (iv) Alternative strategies and costs necessary to
25 improve road pavement conditions.

26 8. Expenditure Report. Adopt an annual Expenditure Report to
27 account for Net Revenues, developer/traffic impact fees, and funds expended by the
28 Eligible Jurisdiction which satisfy the Maintenance of Effort requirements. The Expenditure

1 Report shall be submitted by the end of six (6) months following the end of the jurisdiction's
2 fiscal year and include the following:

- 3 a. All Net Revenue fund balances and interest earned.
- 4 b. Expenditures identified by type (i.e., capital, operations,
5 administration, etc.), and program or project .

6 9. Project Final Report. Provide Authority with a Project Final
7 Report within six months following completion of a project funded with Net Revenues.

8 10. Time Limits for Use of Net Revenues.

9 a. Agree that Net Revenues for Regional Capacity Program
10 projects and Regional Traffic Signal Synchronization Program projects shall be expended
11 or encumbered no later than the end of the fiscal year for which the Net Revenues are
12 programmed. A request for extension of the encumbrance deadline for no more than
13 twenty-four months may be submitted to the Authority no less than ninety days prior to the
14 deadline. The Authority may approve one or more requests for extension of the
15 encumbrance deadline.

16 b. Agree that Net Revenues allocated for any program or
17 project, other than a Regional Capacity Program project or a Regional Traffic Signal
18 Synchronization Program project, shall be expended or encumbered within three years of
19 receipt. The Authority may grant an extension to the three-year limit, but extensions shall
20 not be granted beyond a total of five years from the date of the initial funding allocation.

21 c. In the event the time limits for use of Net Revenues are
22 not satisfied then any retained Net Revenues that were allocated to an Eligible Jurisdiction
23 and interest earned thereon shall be returned to the Authority and these Net Revenues and
24 interest earned thereon shall be available for allocation to any project within the same
25 source program.

26 11. Maintenance of Effort. Annual certification that the Maintenance
27 of Effort requirements of Section 6 of the Ordinance have been satisfied.

28 12. No Supplanting of Funds. Agree that Net Revenues shall not be

1 used to supplant developer funding which has been or will be committed for any
2 transportation project.

3 13. Consider, as part of the Eligible Jurisdiction's General Plan, land
4 use planning strategies that accommodate transit and non-motorized transportation.

5 B. Determination of Non-Eligibility

6 A determination of non-eligibility of a jurisdiction shall be made only
7 after a hearing has been conducted and a determination has been made by the Authority's
8 Board of Directors that the jurisdiction is not an Eligible Jurisdiction as provided
9 hereinabove.

10 IV. ALLOCATION OF NET REVENUES; GENERAL PROVISIONS.

11 A. Subject to the provisions of the Ordinance, including Section II above,
12 use of the Revenues shall be as follows:

13 1. First, the Authority shall pay the State Board of Equalization for
14 the services and functions;

15 2. Second, the Authority shall pay the administration expenses of
16 the Authority;

17 3. Third, the Authority shall satisfy the annual allocation
18 requirement of two percent (2%) of Revenues for Environmental Cleanup; and

19 4. Fourth, the Authority shall satisfy the debt service requirements
20 of all bonds issued pursuant to the Ordinance that are not satisfied out of separate
21 allocations.

22 B. After providing for the use of Revenues described in Section A above,
23 and subject to the averaging provisions of Section D below, the Authority shall allocate the
24 Net Revenues as follows:

25 1. Forty-three percent (43%) for Freeway Projects;

26 2. Thirty-two percent (32%) for Street and Road Projects; and

27 3. Twenty-five percent (25%) for Transit Projects.

28 C. The allocation of thirty-two percent (32%) of the Net Revenues for

1 Street and Road Projects pursuant to Section B 2 above shall be made as follows:

2 1. Ten percent (10%) of the Net Revenues shall be allocated for
3 Regional Capacity Program projects;

4 2. Four percent (4%) of the Net Revenues shall be allocated for
5 Regional Traffic Signal Synchronization Program projects; and

6 3. Eighteen percent (18%) of the Net Revenues shall be allocated
7 for Local Fair Share Program projects.

8 D. In any given year, except for the allocations for Local Fair Share
9 Program projects, the Authority may allocate Net Revenues on a different percentage basis
10 than required by Sections B and C above in order to meet short-term needs and to
11 maximize efforts to capture state, federal, or private transportation dollars, provided the
12 percentage allocations set forth in Sections B and C above shall be achieved during the
13 duration of the Ordinance.

14 E. The Authority shall allocate Net Revenues for programs and projects
15 as necessary to meet contractual, program or project obligations, and the Authority may
16 withhold allocations until needed to meet contractual, program or project obligations, except
17 that Net Revenues allocated for the Local Fair Share Program pursuant to Section C above
18 shall be paid to Eligible Jurisdictions within sixty days of receipt by the Authority.

19 F. The Authority may exchange Net Revenues from a Plan funding
20 category for federal, state or other local funds allocated to any public agency within or
21 outside the area of jurisdiction to maximize the effectiveness of the Plan. The Authority and
22 the exchanging public agency must use the exchanged funds for the same program or
23 project authorized for the use of the funds prior to the exchange. Such federal, state or
24 local funds received by the Authority shall be allocated by the Authority to the same Plan
25 funding category that was the source of the exchanged Net Revenues, provided, however,
26 in no event shall an exchange reduce the Net Revenues allocated for Programmatic
27 Mitigation of Freeway Projects.

28 G. If additional funds become available for a specific project or program

described in the Plan, the Authority may allocate the Net Revenues replaced by the receipt of those additional funds, in the following order of priority: first, to Plan projects and programs which provide congestion relief in the geographic region which received the additional funds; second, to other projects and programs within the affected geographic region which may be placed in the Plan through an amendment to the Ordinance; and third, to all other Plan projects and programs.

H. Upon review and acceptance of the Project Final Report, the Authority shall allocate the balance of Net Revenues for the project, less the interest earned on the Net Revenues allocated for the project.

V. ALLOCATION OF NET REVENUES; STREETS AND ROADS PROGRAMS/PROJECTS

A. Regional Capacity Program.

1. Matching Funds. An Eligible Jurisdiction shall contribute local matching funds equal to fifty percent (50%) of the project or program cost. This local match requirement may be reduced as follows:

a. A local match reduction of ten percent (10%) of the eligible cost if the Eligible Jurisdiction implements, maintains and operates in conformance with the Traffic Signal Synchronization Master Plan.

b. A local match reduction of ten percent (10%) of the eligible cost if the Eligible Jurisdiction either:

(i) has measurable improvement of paved road conditions during the previous reporting period as determined pursuant to the Authority's method of measuring improvement of road pavement conditions, or

(ii) has road pavement conditions during the previous reporting period which are within the highest twenty percent of the scale for road pavement conditions as determined pursuant to the Authority's method of measuring improvement of road pavement conditions.

c. A local match reduction of five percent (5%) of the

1 eligible cost if the Eligible Jurisdiction does not use any Net Revenues as part of the funds
2 for the local match.

3 2. Allocations shall be determined pursuant to a countywide
4 competitive procedure adopted by the Authority. Eligible Jurisdictions shall be consulted by
5 the Authority in establishing criteria for determining priority for allocations.

6 B. Regional Traffic Signal Synchronization Program.

7 1. Traffic Signal Synchronization Master Plan.

8 The Authority shall adopt and maintain a Traffic Signal
9 Synchronization Master Plan, which shall be a part of the Master Plan of Arterial Highways.
10 The Traffic Signal Synchronization Master Plan shall include traffic signal synchronization
11 street routes and traffic signals within and across jurisdictional boundaries, and the means
12 of implementing, operating and maintaining the programs and projects, including necessary
13 governance and legal arrangements.

14 2. Allocations.

15 a. Allocations shall be determined pursuant to a countywide
16 competitive procedure adopted by the Authority. Eligible Jurisdictions shall be consulted by
17 the Authority in establishing criteria for determining priority for allocations.

18 b. The Authority shall give priority to programs and projects
19 which include two or more jurisdictions.

20 c. The Authority shall encourage the State to participate in
21 the Regional Traffic Signal Synchronization Program and Authority shall give priority to use
22 of transportation funds as match for the State's discretionary funds used for implementing
23 the Regional Traffic Signal Synchronization Program.

24 3. An Eligible Jurisdiction shall contribute matching local funds
25 equal to twenty percent (20%) of the project or program cost. The requirement for
26 matching local funds may be satisfied all or in part with in-kind services provided by the
27 Eligible Jurisdiction for the program or project, including salaries and benefits for
28 employees of the Eligible Jurisdiction who perform work on the project or programs.

1 4. An Eligible Jurisdiction shall issue a report once every three
2 years regarding the status and performance of its traffic signal synchronization activities.

3 5. Not less than once every three years an Eligible Jurisdiction
4 shall review and revise, as may be necessary, the timing of traffic signals included as part
5 of the Traffic Signal Synchronization Master Plan.

6 6. An Eligible Jurisdiction withdrawing from a signal
7 synchronization project shall be required to return Net Revenues allocated for the project.

8 C. Local Fair Share Program.

9 The allocation of eighteen percent (18%) of the Net Revenues for
10 Local Fair Share Program projects shall be made to Eligible Jurisdictions in amounts
11 determined as follows:

12 1. Fifty percent (50%) divided between Eligible Jurisdictions based
13 on the ratio of each Eligible Jurisdiction's population for the immediately preceding calendar
14 year to the total County population (including incorporated and unincorporated areas) for
15 the immediately preceding calendar year, both as determined by the State Department of
16 Finance;

17 2. Twenty-five percent (25%) divided between Eligible Jurisdictions
18 based on the ratio of each Eligible Jurisdiction's existing Master Plan of Arterial Highways
19 ("MPAH") centerline miles to the total existing MPAH centerline miles within the County as
20 determined annually by the Authority; and

21 3. Twenty-five percent (25%) divided between Eligible Jurisdictions
22 based on the ratio of each Eligible Jurisdiction's total taxable sales to the total taxable sales
23 of the County for the immediately preceding calendar year as determined by the State
24 Board of Equalization.

25 VI. ALLOCATION OF NET REVENUES; TRANSIT PROGRAMS/PROJECTS.

26 A. Transit Extensions to Metrolink.

27 1. The Authority may provide technical assistance, transportation
28 planning and engineering resources for an Eligible Jurisdiction to assist in designing Transit

1 Extensions to Metrolink projects to provide effective and user-friendly connections to
2 Metrolink services and bus transit systems.

3 2. To be eligible to receive Net Revenues for Transit Extension to
4 Metrolink projects, an Eligible Jurisdiction must execute a written agreement with the
5 Authority regarding the respective roles and responsibilities pertaining to construction,
6 ownership, operation and maintenance of the Transit Extension to Metrolink project.

7 3. Allocations of Net Revenues shall be determined pursuant to a
8 countywide competitive procedure adopted by the Authority. This procedure shall include
9 an evaluation process and methodology applied equally to all candidate Transit Extension
10 to Metrolink projects. Eligible Jurisdictions shall be consulted by the Authority in the
11 development of the evaluation process and methodology.

12 B. Metrolink Gateways.

13 1. The Authority may provide technical assistance, transportation
14 planning and engineering resources for an Eligible Jurisdiction to assist in designing
15 Regional Transit Gateway facilities to provide for effective and user-friendly connections to
16 the Metrolink system and other transit services.

17 2. To be eligible to receive Net Revenues for Regional Gateway
18 projects, an Eligible Jurisdiction must execute a written agreement with the Authority
19 regarding the respective roles and responsibilities pertaining to construction, ownership,
20 operation and maintenance of the Regional Gateway facility.

21 3. Allocations of Net Revenues shall be determined pursuant to a
22 countywide competitive procedure adopted by the Authority. This procedure shall include
23 an evaluation process and methodology applied equally to all candidate Regional Gateway
24 projects. Eligible Jurisdictions shall be consulted by the Authority in the development of the
25 evaluation process and methodology.

26 C. Mobility Choices for Seniors and Persons with Disabilities.

27 1. An Eligible Jurisdiction may contract with another entity to
28 perform all or part of a Mobility Choices for Seniors and Persons with Disabilities project.

1 2. A senior is a person age sixty years or older.

2 3. Allocations.

3 a. One percent (1%) of the Net Revenues shall be allocated
4 to the County to augment existing senior non-emergency medical transportation services
5 funded with Tobacco Settlement funds as of the effective date of the Ordinance. The
6 County shall continue to fund these services in an annual amount equal to the same
7 percentage of the total annual Tobacco Settlement funds received by the County. The Net
8 Revenues shall be annually allocated to the County in an amount no less than the Tobacco
9 Settlement funds annually expended by the County for these services and no greater than
10 one percent of net revenues plus any accrued interest.

11 b. One percent (1%) of the Net Revenues shall be allocated
12 to continue and expand the existing Senior Mobility Program provided by the Authority.
13 The allocations shall be determined pursuant to criteria and requirements for the Senior
14 Mobility Program adopted by the Authority.

15 c. One percent (1%) of the Net Revenues shall be allocated
16 to partially fund bus and ACCESS fares for seniors and persons with disabilities in an
17 amount equal to the percentage of partial funding of fares for seniors and persons with
18 disabilities as of the effective date of the Ordinance, and to partially fund train and other
19 transit service fares for seniors and persons with disabilities in amounts as determined by
20 the Authority.

21 d. In the event any Net Revenues to be allocated for seniors
22 and persons with disabilities pursuant to the requirements of subsections a, b and c above
23 remain after the requirements are satisfied then the remaining Net Revenues shall be
24 allocated for other transit programs or projects for seniors and persons with disabilities as
25 determined by the Authority.

26 D. Community Based Transit/Circulators.

27 1. The Authority may provide technical assistance, transportation
28 planning, procurement and operations resources for an Eligible Jurisdiction to assist in

1 designing Community Based Transit/Circulators projects to provide effective and user-
2 friendly transit connections to countywide bus transit and Metrolink services.

3 2. To be eligible to receive Net Revenues for Community Based
4 Transit/Circulators projects, an Eligible Jurisdiction must execute a written agreement with
5 the Authority regarding the respective roles and responsibilities pertaining to construction,
6 ownership, operation and maintenance of the Community Based Transit/Circulators project.

7 3. Allocations of Net Revenues shall be determined pursuant to a
8 countywide competitive procedure adopted by the Authority. This procedure shall include
9 an evaluation process and methodology applied equally to all candidate Community Based
10 Transit/Circulator projects. Eligible Jurisdictions shall be consulted by the Authority in the
11 development of the evaluation process and methodology.

12 4. An Eligible Jurisdiction may contract with another entity to
13 perform all or part of a Community Based Transit/Circulators project.

14 VII. ALLOCATION OF NET REVENUES; ENVIRONMENTAL CLEANUP
15 PROGRAMS/PROJECTS.

16 A. An Eligible Jurisdiction may contract with any other public entity to
17 perform all or any part of an Environmental Cleanup project.

18 B. Allocation Committee.

19 1. The Allocation Committee shall not include any elected public
20 officer and shall include the following twelve (12) voting members:

- 21 (i) one (1) representative of the County of Orange;
- 22 (ii) five (5) representatives of cities, subject to the
23 requirement for one (1) representative for the cities in each supervisorial district;
- 24 (iii) one (1) representative of the California Department of
25 Transportation;
- 26 (iv) two (2) representatives of water or wastewater public
27 entities;
- 28 (v) one (1) representative of the development industry;

1 (vi) one (1) representative of the scientific or academic
2 community;

3 (vii) one (1) representative of private or non-profit
4 organizations involved in environmental and water quality protection/enforcement matters;

5 In addition, one (1) representative of the Santa Ana Regional Water
6 Quality Control Board and one (1) representative of the San Diego Regional Water Quality
7 Control Board shall be non-voting members of the Allocation Committee.

8 2. The Allocation Committee shall recommend to the Authority for
9 adoption by the Authority the following:

10 a. A competitive grant process for the allocation of
11 Environmental Cleanup Revenues, including the highest priority to capital improvement
12 projects included in a Watershed Management Area. The process shall give priority to
13 cost-effective projects and programs that offer opportunities to leverage other funds for
14 maximum benefit.

15 b. A process requiring that Environmental Cleanup
16 Revenues allocated for projects and programs shall supplement and not supplant funding
17 from other sources for transportation related water quality projects and programs.

18 c. Allocation of Environmental Cleanup Revenues for
19 proposed projects and programs.

20 d. An annual reporting procedure and a method to assess
21 the water quality benefits provided by completed projects and programs.

1 ATTACHMENT C

2 TAXPAYER OVERSIGHT COMMITTEE

3
4 I. PURPOSE AND ORGANIZATION. A Taxpayer Oversight Committee
5 ("Committee") is hereby established for the purpose of overseeing compliance with the
6 Ordinance as specified in Section IV hereof. The Committee shall be organized and
7 convened before any Revenues are collected or spent pursuant to the Ordinance.

8 II. COMMITTEE MEMBERSHIP. The Committee shall be governed by eleven
9 members ("Member"). The composition of the Committee membership shall be subject to
10 the following provisions.

11 A. Geographic Balance. The membership of the Committee shall be
12 geographically balanced at all times as follows:

13 1. There shall be two Members appointed from each of the
14 County's supervisorial districts (individually, "District"); and

15 2. The Auditor-Controller shall be a Member and chairman
16 ("Chair") of the Committee.

17 B. Member Term. Each Member, except the Auditor-Controller and
18 as provided in Section III B 2 below, shall be appointed for a term of three years; provided,
19 however, that any Member appointed to replace a Member who has resigned or been
20 removed shall serve only the balance of such Member's unexpired term, and no person
21 shall serve as a Member for a period in excess of six consecutive years.

22 C. Resignation. Any Member may, at any time, resign from the
23 Committee upon written notice delivered to the Auditor-Controller. Acceptance of any
24 public office, the filing of an intent to seek public office, including a filing under California
25 Government Code Section 85200, or change of residence to outside the District shall
26 constitute a Member's automatic resignation.

27 D. Removal. Any Member who has three consecutive unexcused
28 absences from meetings of the Committee shall be removed as a Member. An absence

1 from a Committee meeting shall be considered unexcused unless, prior to or after such
2 absence (i) the Member submits to each of the other Members a written request to excuse
3 such absence, which request shall state the reason for such absence and any special
4 circumstances existing with respect to such absence; and (ii) a majority of the other
5 Members agree to excuse such absence.

6 E. Reappointment. Any former Member may be reappointed.

7 III. APPOINTMENT OF MEMBERS.

8 A. Membership Recommendation Panel.

9 1. The Authority shall contract with the Orange County Grand
10 Jurors' Association for the formation of a committee membership recommendation panel
11 ("Panel") to perform the duties set forth in this subsection III A. If the Orange County Grand
12 Jurors' Association refuses or fails to act in such capacity, the Authority shall contract with
13 another independent organization selected by the Authority for the formation of the Panel.

14 2. The Panel shall have five members who shall screen and
15 recommend potential candidates for Committee membership.

16 3. The Panel shall solicit, collect and review applications from
17 potential candidates for membership on the Committee. No currently elected or appointed
18 officer of any public entity will be eligible to serve as a Member, except the Auditor-
19 Controller. A Member shall reside within the District the Member is appointed to represent.
20 Subject to the foregoing restrictions, the Panel shall evaluate each potential candidate on
21 the basis of the following criteria:

22 a. Commitment and ability to participate in Committee
23 meetings;

24 b. Demonstrated interest and history of participation in
25 community activities, with special emphasis on transportation-related activities; and

26 c. Lack of conflicts of interest with respect to the allocation
27 of Revenues.

28 4. For initial membership on the Committee, the Panel shall

1 recommend to the Authority at least five candidates from each of the two Districts that are
2 represented by one member on the Ordinance No. 2, Citizens Oversight Committee
3 ("COC") as of the date the Authority appoints the initial Members. Thereafter, the Panel
4 shall recommend to the Authority at least five candidates for filling each vacancy on the
5 Committee.

6 B. Initial Members.

7 1. The COC members, as of the date the Authority appoints the
8 initial Members of the Committee, shall be appointed as initial Members of the Committee.
9 These Members shall each serve until each of their respective terms as a member of the
10 COC expires.

11 2. Two additional initial Members shall be appointed. The
12 Authority shall place the names of the candidates recommended by the Panel on equally-
13 sized cards which shall be deposited randomly in a container. In public session, the
14 Chairman of the Authority will draw a sufficient number of names from said container to
15 allocate Committee membership in accordance with the membership requirements and
16 restrictions set forth in Section II hereof. The first person whose name is drawn shall be
17 appointed to serve a term of three years. Thereafter, the person whose name is drawn
18 who is not from the same District as the first person whose name is drawn shall be
19 appointed to serve a term of two years.

20 C. Member Vacancy. A member vacancy, however caused, shall be
21 filled by the Authority. A Member shall be appointed on or about July 1 to replace a
22 Member whose term has expired. A Member may be appointed at any time as necessary
23 to replace a Member who has resigned or been removed. The Authority shall place the
24 names of the candidates recommended by the Panel for the appointment on equally-sized
25 cards which shall be deposited randomly in a container. In a public session, the Chairman
26 of the Authority will draw one name from said container for each vacancy on the
27 Committee. The person whose name is so drawn shall be appointed by the Authority to fill
28 the vacancy.

1 IV. DUTIES AND RESPONSIBILITIES. The Committee is hereby charged
2 with the following duties and responsibilities:

3 A. The initial Members shall convene to adopt such procedural rules and
4 regulations as are necessary to govern the conduct of Committee meetings, including, but
5 not limited to, those governing the calling, noticing and location of Committee meetings, as
6 well as Committee quorum requirements and voting procedures. The Committee may
7 select its own officers, including, but not limited to, a Committee co-chair who will be the
8 primary spokesperson for the Committee.

9 B. The Committee shall approve, by a vote of not less than two thirds of
10 all Committee members, any amendment to the Plan proposed by the Authority which
11 changes the funding categories, programs or projects identified on page 31 of the Plan.

12 C. The Committee shall receive and review the following documents
13 submitted by each Eligible Jurisdiction:

- 14 1. Congestion Management Program;
- 15 2. Mitigation Fee Program;
- 16 3. Expenditure Report;
- 17 4. Local Traffic Signal Synchronization Plan; and
- 18 5. Pavement Management Plan.

19 D. The Committee shall review yearly audits and hold an annual public
20 hearing to determine whether the Authority is proceeding in accordance with the Plan. The
21 Chair shall annually certify whether the Revenues have been spent in compliance with the
22 Plan. In addition, the Committee may issue reports, from time to time, on the progress of
23 the transportation projects described in the Plan.

24 E. The Committee shall receive and review the performance assessment
25 conducted by the Authority at least once every three years to review the performance of the
26 Authority in carrying out the purposes of the Ordinance.

27 F. Except as otherwise provided by the Ordinance, the Committee may
28 contract, through the Authority, for independent analysis or examination of issues within the

1 Committee's purview or for other assistance as it determines to be necessary.

2 G. The Committee may submit a written request to the Authority to explain
3 any perceived deviations from the Plan. The Authority's Chair must respond to such
4 request, in writing, within sixty days after receipt of the same.

Ballot

Vote Both Sides

20016730400018

General Election
Orange County
November 07, 2006

OFFICIAL BALLOT

Precinct 0059144

85 - WAITING PERIOD AND PARENTAL NOTIFICATION BEFORE TERMINATION OF MINOR'S PREGNANCY.

INITIATIVE CONSTITUTIONAL AMENDMENT. Amends California Constitution prohibiting abortion for unemancipated minor until 48 hours after physician notifies minor's parent/guardian, except in medical emergency or with parental waiver. Mandates reporting requirements. Authorizes monetary damages against physicians for violation. Fiscal Impact: Potential unknown net state costs of several million dollars annually for health and social services programs, court administration, and state health agency administration combined.

☐ Yes
☐ No

89 - POLITICAL CAMPAIGNS. PUBLIC FINANCING. CORPORATE TAX INCREASE.

CAMPAIGN CONTRIBUTION AND EXPENDITURE LIMITS. INITIATIVE STATUTE. Provides that eligible candidates for state elective office may receive public campaign funding. Increases tax on corporations and financial institutions by 0.2 percent to fund program. Imposes new campaign contribution/expenditure limits. Fiscal Impact: Increased revenues (primarily from increased taxes on corporations and financial institutions) totaling more than \$200 million annually to pay for the public financing of political campaigns.

☐ Yes
☐ No

M - Measure "M," Orange County Transportation Improvement Plan
Shall the ordinance continuing Measure M, Orange County's half-cent sales tax for transportation improvements, for an additional 30 years with limited bonding authority to fund the following projects:

- relieve congestion on the I-5, I-405, 22, 55, 57 and 91 freeways;
- fix potholes and resurface streets;
- expand Metrolink rail and connect it to local communities;
- provide transit services, at reduced rates, for seniors and disabled persons;
- synchronize traffic lights in every community;
- reduce air and water pollution, and protect local beaches by cleaning up oil runoff from roadways;

and establish the following taxpayer protections to ensure the funds are spent as directed by the voters:

- require an independent Taxpayer Oversight Committee to review yearly audits to ensure that voter mandates are met;
- publish an annual report to the taxpayers on how all funds are spent; and
- update the transportation improvement plan every 10 years, with voter approval required for major changes;

be adopted for the purpose of relieving traffic congestion in Orange County?

☐ Yes
☐ No

86 - TAX ON CIGARETTES.

INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Imposes additional \$2.60 per pack excise tax on cigarettes and indirectly increases taxes on other tobacco products. Provides funding for various health programs, children's health coverage, and tobacco-related programs. Fiscal Impact: Increase in excise tax revenues of about \$2.1 billion annually in 2007-08 spent for the specified purposes outlined above. Other potentially significant costs and savings for state and local governments due to program changes.

☐ Yes
☐ No

90 - GOVERNMENT ACQUISITION, REGULATION OF PRIVATE PROPERTY.

INITIATIVE CONSTITUTIONAL AMENDMENT. Bars state/local governments from condemning or damaging private property to promote other private projects, uses. Limits government's authority to adopt certain land use, housing, consumer, environmental, workplace laws/regulations. Fiscal Impact: Increased annual government costs to pay property owners for losses to their property associated with new laws and rules, and for property acquisitions. These costs are unknown, but potentially significant on a statewide basis.

☐ Yes
☐ No

87 - ALTERNATIVE ENERGY. RESEARCH, PRODUCTION, INCENTIVES. TAX ON CALIFORNIA OIL PRODUCERS.

INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Establishes \$4 billion program to reduce petroleum consumption through incentives for alternative energy, education and training. Funded by tax on California oil producers. Fiscal Impact: State oil tax revenues of \$225 million to \$485 million annually for alternative energy programs totaling \$4 billion. State and local revenue reductions up to low tens of millions of dollars annually.

☐ Yes
☐ No

COUNTY OF ORANGE

88 - EDUCATION FUNDING. REAL PROPERTY PARCEL TAX.

INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Imposes \$50 tax on each real property parcel to provide additional public school funding for kindergarten through grade 12. Exempts certain elderly, disabled homeowners from tax. Use of funds restricted to specific educational purposes. Fiscal Impact: State parcel tax revenue of roughly \$450 million annually, allocated to school districts for specified education programs.

☐ Yes
☐ No

0543031124

M2 Early Action Plans

Measure M2 Early Action Plan
August 13, 2007



BOARD COMMITTEE TRANSMITTAL

August 13, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Final Renewed Measure M Early Action Plan

Transportation 2020 Committee

July 16, 2007

Present: Directors Amante, Brown, Campbell, Cavecche, Dixon, and Pringle
Absent: Director Buffa

Committee Vote

This item was passed by all Committee Members present.

Director Dixon was not present to vote on this item.

Committee Recommendations

- A. Adopt the Final Renewed Measure M Early Action Plan as shown on the attached item to this report, "Final Renewed Measure M Early Action Plan".
- B. Initiate the process to amend the Measure M Expenditure Plan to:
 - 1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M Transportation Investment Plan, and increase the funding allocation by \$22 million.
 - 2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the West County Connection improvements and increase the funding allocation by \$10 million.
- C. Set a date of September 24, 2007, for a public hearing and Board of Directors action to approve proposed amendments to the Measure M Expenditure Plan.



BOARD COMMITTEE TRANSMITTAL

- D. Authorize funding of expenditures for Renewed Measure M projects in the period from November 8, 2006, to June 30, 2007, using proceeds from the Orange County Unified Transportation Trust Fund, to be reimbursed with interest when Renewed Measure M funds become available in 2011.
- E. Direct staff to develop a detailed plan of finance to meet the anticipated cash flow requirements of the Early Action Plan in accordance with the financing policy guidelines on page 6-7 of the Renewed Measure M Early Action Plan and return for review and approval within 90 days.
- F. Direct staff to report quarterly on progress in implementing the Early Action Plan; seek and recommend opportunities to improve project delivery times; and annually review and make recommendations on opportunities to add or substitute projects in the Early Action Plan based upon progress made.

Committee Discussion

Director Campbell requested that Renewed Measure M Project I to improve the Riverside (State Route 91) Freeway between the Orange (State Route 57) Freeway and the Costa Mesa (State Route 55) Freeway be advanced by starting conceptual engineering in fiscal year 2007-08.

Director Campbell requested that the Members of the Transportation 2020 Committee be provided with a list of the projects and programs that could be included in the plan of finance.

Director Cavecche requested that the plan of finance be brought back sooner than 90 days if at all possible.



July 16, 2007

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Final Renewed Measure M Early Action Plan

Overview

On May 29, 2007, the Orange County Transportation Authority Board of Directors approved the release of the Renewed Measure M Draft Early Action Plan for public review and for the development of additional recommendations regarding budget and funding. A Final Renewed Measure M Early Action Plan is presented for adoption.

Recommendations

- A. Adopt the Final Renewed Measure M Early Action Plan as shown on the attached item to this report, "Final Renewed Measure M Early Action Plan."
- B. Initiate the process to amend the Measure M Expenditure Plan to:
 - 1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M Transportation Investment Plan, and increase the funding allocation by \$22 million.
 - 2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the West County Connection improvements and increase the funding allocation by \$10 million.
- C. Set a date of September 24, 2007, for a public hearing and Board of Directors action to approve proposed amendments to the Measure M Expenditure Plan.
- D. Authorize funding of expenditures for Renewed Measure M projects in the period from November 8, 2006 to June 30, 2007, using proceeds from the Orange County Unified Transportation Trust fund, to be

reimbursed with interest when Renewed Measure M funds become available in 2011.

- E. Direct staff to develop a detailed plan of finance to meet the anticipated cash flow requirements of the Early Action Plan in accordance with the financing policy guidelines on page 6-7 of the Renewed Measure M Early Action Plan and return for review and approval within 90 days.
- F. Direct staff to report quarterly on progress in implementing the Early Action Plan; seek and recommend opportunities to improve project delivery times; and annually review and make recommendations on opportunities to add or substitute projects in the Early Action Plan based upon progress made.

Background

On May 29, the Board of Directors authorized the release of the Renewed Measure M Draft Early Action Plan (EAP) for review and comment. A Final Renewed Measure M Early Action Plan (Attachment A) has been prepared for consideration by the Transportation 2020 Committee and the Board of Directors.

A summary of outreach efforts and findings is presented. Recommendations for funding of the EAP are also presented, including proposed amendments to the Measure M (M1) Expenditure Plan and policy guidelines for preparation of a finance plan to complete the EAP funding picture.

Recommendations for staffing and resource needs are presented under a separate accompanying staff report outlining a Fiscal Year (FY) 2007-08 Orange County Transportation Authority (OCTA) Budget amendment.

Discussion

Outreach Findings and Recommendations

Outreach activities in support of the development of the EAP have been underway since shortly after the November 2006 election. Since May 29, these efforts have focused on distribution of the Draft EAP and providing briefings to city officials and the key stakeholders who participated in the development of Renewed Measure M (M2). The principal message to cities has been the need to plan for the increased workload to concurrently close out M1 and prepare for the M2. All stakeholders have been encouraged to provide comments and suggestions on the EAP.

The Draft EAP was distributed to over 400 key stakeholders including:

- Mayors, City Managers, and Public Works Directors of all Orange County cities
- State Delegation
- County of Orange
- League of Cities' Executive Steering Committee
- Water District Boards of Directors
- Orange County Business Council
- Building Industry Association
- OCTA Citizen's Advisory Committee
- OCTA Technical Advisory Committee and Technical Steering Committee
- Environmental Organizations
- Various Business Organizations

Accompanying the EAP was a transmittal memo that provided stakeholders the opportunity to provide feedback on the plan as well as information to request that OCTA make a presentation to their organization. Per the recommendation of the Transportation 2020 Committee, the Chairman sent a follow-up email to all Orange County mayors with copies to city managers extending again the opportunity for cities to receive a presentation or briefing. Since preparation of the EAP began, presentations have been made to over 50 city and community stakeholders, including city councils, chambers of commerce, and transportation, engineering and business associations. As of preparation of this report, ten more presentations are scheduled. Pages 8-10 of the EAP summarize the outreach efforts to date.

The responses received from the outreach efforts can generally be summarized as follows:

- Find ways to reduce project delivery times and bring more projects into the EAP.
- Provide better geographic balance in the freeway program. This comment was heard most often in regard to south Orange County, particularly with respect to accelerating various Santa Ana Freeway (Interstate 5) and interchange projects, many of which are currently being evaluated as part of the South Orange County Major Investment Study (SOCMIS).
- Too much front loading of projects will drive up costs and tax project management and oversight capabilities. Plan for a steady, sustainable stream of work that minimizes cost and project management risks.

- Too much front loading of freeways may create a capacity surge that will induce more demand. Resources won't be available later to cope with the needs.
- There is too much early emphasis on freeways. There should be more focus on transit investment to address environmental and energy issues.
- There is not enough emphasis on non-motorized transportation.

No significant changes to the Draft EAP are recommended now in response to the comments received to date. The current state of project readiness and the schedule requirements tied to the Corridor Mobility Improvement Account (CMIA) matching funds do not offer much flexibility in this regard. However, pending work such as the completion of the SOCMIS, conceptual engineering for freeway projects, the M1 Go Local transit program, and signal coordination pilot projects will create new opportunities to add to or modify the EAP Plan in the future.

It is recommended that as an overarching policy, staff be directed to seek opportunities to improve project delivery times, to report regularly on progress in implementing the EAP, and to provide annual reviews with recommendations on the potential for addition or substitution of projects.

Outreach will continue subsequent to adoption of the EAP to provide information and guidance to local jurisdictions and progress reports to all stakeholders. In addition, significant upgrades are planned to the OCTA website to provide improved access to status and progress on implementing Renewed Measure M and the EAP.

Funding and Financing

The EAP has a strong funding foundation of matching state, federal, and local funds that have already been committed. For example, approximately \$267 million, principally from Proposition 1B CMIA and State Transportation Improvement Program (STIP) funds, are currently available for M2 EAP freeway projects. Nearly all of the M2 transit, roads, and environmental programs have matching requirements, which will eventually leverage additional funds to deliver the EAP.

Beyond these known commitments and requirements, there are three steps that must be taken to complete the funding and financing picture for the EAP.

Step 1: OCTA has existing commitments to M1 and CMIA funded freeway projects that must be addressed in the short term. This includes providing a match for CMIA funds that are available only for construction on the M2

Orange Freeway (State Route 57) project (Project G), and the completion of existing M1 freeway projects on Interstate 5 (I-5) and State Route 22 (SR-22). In addition, the SR-22 Phase II West County Connections Project (not part of M2) is funded with a combination of federal Congestion Mitigation Air Quality (CMAQ) funds (available only via reimbursement), and state CMIA funds (available only for construction). Working capital is needed on this project for initial investment in design and right-of-way.

Currently, the M1 freeway mode is projected to have an ending unspent balance of \$172 million. It is recommended that two amendments to the M1 Expenditure Plan be initiated as follows:

1. Allocate \$22 million of the unprogrammed funds in the M1 freeway mode to pay for preconstruction costs on the M2 State Route 57 (SR-57) widening (Project G).
2. Allocate \$10 million from unprogrammed funds in the M1 freeway mode as working capital for design and right-of-way on the SR-22 Phase II West County Connections with the San Gabriel Freeway (Interstate 605) and the San Diego Freeway (Interstate 405).

This would leave a current estimated balance of \$140 million in the M1 freeway mode as a prudent reserve for economic uncertainties and project closeout costs.

The process for amending M1 is shown below:

Actions	Date (2007)
OCTA Transportation 2020 Committee recommendation to initiate amendment and set public hearing	July 16
Potential amendment discussed with Taxpayers Oversight Committee	July 24
OCTA Board of Directors initiates amendment and sets public hearing date	August 13
Proposed amendment sent to local agencies (at least 30 days prior to public hearing)	August 15
Taxpayers Oversight Committee considers/acts on amendment (requires 2/3 vote)	September 11
Public hearing on amendment and roll call vote by Board of Directors	September 24
Amendment transmitted to local agencies	September 24
Amendment effective 45 days following transmittal to local agencies	November 8

The actual text of the proposed amendments is shown as Attachment B.

Step 2: Costs already incurred for M2 project and program development must be funded. Project and program development activities have been underway since the November 7, 2006, election. These costs are estimated at \$3 million, for the period beginning November 8, 2006, through the end of the current fiscal year. This includes contracts for conceptual engineering on Costa Mesa Freeway (State Route 55) (Project F); conceptual engineering and environmental studies on the Riverside Freeway (State Route 91) (Projects J and H), and the development of the EAP.

It is recommended that these M2 project and program development activities be funded from the Orange County Unified Transportation Trust (OCUTT) fund to be reimbursed with interest by M2 when funds become available in 2011. OCUTT funds can be used for any transportation purpose as designated by the Board of Directors. The current OCUTT fund balance is approximately \$10 million.

Step 3: A plan of finance is needed to ensure that the cash flow requirements from FY 2007-08 through FY 2011-12 for the EAP are met. Significant expenditures are anticipated for highway project development, design, right-of-way, and construction and the programming of road, transit, and environmental funds. Detailed year-by-year cash flow needs for all of these elements are still being compiled and refined, but the aggregate financing needed to deliver the EAP is currently estimated to be less than \$500 million.

It is recommended that a finance plan for the EAP be prepared and presented to the Transportation 2020 Committee and the Board of Directors for review and approval. This can be completed within 90 days.

The finance plan will consist of the following:

- Best available cost estimates for each EAP project and program, including annual cash flow estimates;
- Adjustment of all cost and revenue estimates to year-of-expenditure values;
- Refinement of revenue estimates for state, federal, and other non-M2 revenue sources;
- Analysis of financing options, including major risk factors, and recommendation of a preferred strategy.

The finance plan will not be a static document. Project costs and schedules and revenue estimates will be continuously monitored. The financing strategy will be refined and adjustments brought back to the Board of Directors for action as circumstances change.

Following are the recommended policies to guide the preparation and maintenance of the finance plan:

1. Aggressively seek and utilize first, all available local, state, and federal matching funds and grants.
2. Annually review and recommend the level of M1 reserves needed to assure the completion of all M1 projects. First priority for unprogrammed M1 funds not needed for reserves should be to fund eligible M2 projects.
3. Utilize internal borrowing to the extent that it is the lowest cost option and does not jeopardize other non-M funding commitments.
4. Utilize debt financing subject to the following conditions:
 - Conservative, independently validated assumptions and projections indicate the ability to deliver the full 30-year M2 plan is not compromised.
 - Debt financing can be shown to be either the lowest cost option, or the only available option, to meet the need.
 - Financing costs accrue appropriately to the M2 project or program for which borrowing occurs.
5. Investigate the opportunities and the potential benefits of interest rate management strategies

Staffing and Resources

Recommendations for staffing and resources needed to implement the EAP in FY 2007-08 are made in a separate staff report to the Transportation 2020 Committee and the Board of Directors. A budget adjustment of approximately \$19.3 million and addition of eleven positions is recommended. Also included in the budget are resources for an organizational readiness review and a market conditions analysis to assess and manage cost risks for delivery of the EAP.

Next Steps

Subsequent to adoption by the Board of Directors, the EAP will be distributed to local jurisdictions and key stakeholders. The new Taxpayers Oversight Committee will begin meeting in July 2007. Quarterly status reports on implementation of the EAP will be integrated with the Measure M Quarterly

Reports beginning in the fall 2007. Also in the fall, the finance plan for the EAP will be presented for review and adoption.

By the end of calendar year 2007, detailed strategic plans outlining scope, sequencing, milestones, cost estimates, cash flow and funding allocation for the freeway and transit programs will be completed. On the same timetable, upgrades to the OCTA website will be phased in to improve the accessibility and transparency of information available to stakeholders and the public.

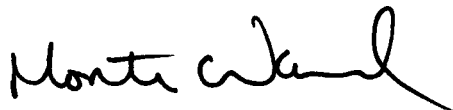
Summary

The Final Renewed Measure M Early Action Plan is presented for approval by the Transportation 2020 Committee and the Board of Directors.

Attachments

- A. Final Renewed Measure M Early Action Plan
- B. Proposed Measure M Expenditure Plan Amendments

Prepared by:

A handwritten signature in black ink, appearing to read "Monte Ward", written in a cursive style.

Monte Ward
Director, Special Projects
(714) 560 -5582



Orange County Transportation Authority

Renewed Measure M Early Action Plan



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RENEWED

Introduction

Renewed Measure M Early Action Plan (EAP)

Introduction

On November 7, 2006, Orange County voters, by a vote of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. Measure M was originally passed in 1990 (M1) with a sunset in 2011. With the approval of the Renewed Measure M, the voters agreed to continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

A primary reason for the voters' willingness to renew Measure M (M2) was that they saw and experienced tangible results. Since 1990, most of Orange County's freeway system has been improved, including a major overhaul of the I-5 right through the heart of the County; major roads and local streets have been upgraded; and a new Metrolink commuter rail system has been added, linking Orange County with jobs and housing in the surrounding counties.

Owing to careful stewardship and strategic early action, Orange County has also been able to meet the promises made to the voters in M1, and then some. Completing the bulk of the freeway program within ten years contributed to the ability to add an entirely new project – widening the Garden Grove Freeway (State Route 22) – to the list of accomplishments.

Although both M1 and M2 express a strong preference for pay-as-you-go project financing, they both also permit debt financing under the proper conditions. In the case of the M1 freeway program, the benefits of early action are obvious and tangible – projects cost less, traffic relief was delivered sooner and, the opportunity was created for additional projects to be delivered.

The Transportation 2020 Committee directed the preparation of a five-year plan, covering the years 2007 to 2012, to advance the implementation of M2. A Draft Early Action Plan outlining the projects and programs that could be advanced along with anticipated schedules and major milestones was approved by the Board of Directors and released on May 29, 2007. Input was actively sought from city officials and key stakeholders, and recommendations on financing and budget needs were added before approval of the Final Early Action Plan by the Board of Directors on August 13, 2007.

Key Objectives

The renewal of Measure M offers the opportunity to replicate, and perhaps exceed, the performance in delivering on the original. This report presents a blueprint for early action on the Renewed Measure M Transportation Investment Plan for the five-year period from 2007 to 2012. That blueprint commits to meeting the following nine objectives in the next five years:

1. Complete the first major milestone – conceptual engineering -- for every freeway project in the Plan; ensuring that all projects are eligible for matching funds and ready to enter into environmental review, design and construction.
2. Start construction on five major M2 freeway projects on SR-91, SR-57 and I-5 valued at \$445 million. Two other projects will also be under construction at the I-405/SR-22 and I-405/I-605 interchanges, valued at \$400 million and paid for by Proposition 1B and federal funds.
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.
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.

In all, more than \$1.6 billion in transportation improvements, promised to the voters in M2 could be underway by 2012.

To put the magnitude of this effort in perspective, two M1 freeway projects were under construction within the two years after revenues began to be collected in 1991. The EAP will enable five M2 projects to be under construction before revenues begin to be collected in 2011.

Oversight and Safeguards

Early action on M2 will take place with the full oversight and regular reporting promised to the voters. Beginning in August 2007, the independent Taxpayers Oversight Committee will be appointed and begin its job of monitoring and reviewing all M1 and M2 expenditures. In addition, updated accounting, auditing and reporting protocols will be implemented. Before the end of the 2007 calendar year, new systems for document controls, archiving and public access to documents will be in place so that public access to original records and information regarding M2 can be assured.

Subsequent to the Board adoption of the EAP, more specific strategic implementation plans for the freeway and transit components of M2 will be prepared. These will provide detailed plans for the delivery of each project and/or program, including project or program scope, sequencing, milestones, cost estimates, cash flow and funding allocation. It is anticipated that the Freeway Strategic Plan could be completed by Fall 2007 and the Transit Strategic Plan by late 2007. These strategic plans will guide resource needs and allocation and provide the means to measure project and/or program development progress against established benchmarks.

Beginning in Fall 2007, regular progress reports on implementing the EAP will be incorporated into the Measure M Quarterly Report that is prepared for the Taxpayers Oversight Committee and the Board of Directors. To improve accessibility and transparency of the information, the quarterly progress report will be presented principally in a web-based on-line form, showing progress on all projects and programs against the timelines and benchmarks in the Action Plan and associated strategic plans. Contact information for the OCTA staff member responsible for each program or project will be included.

Some Risks

Early action of this magnitude is not without risks. Similar efforts in surrounding counties as well as implementation of recently passed State infrastructure and other spending measures (Propositions 1A-1E and 84) will likely result in increased regional competition and costs for the human and capital resources needed to design and implement transportation projects. Global competition from rapid development and infrastructure spending in countries like India and China has already impacted the costs of construction and is also expected to continue to be a factor.

OCTA will undertake a market analysis/risk management study in the next fiscal year to assess the competitive environment for labor and materials, refine the model for project cost estimates and develop strategies to manage project cost risks.

Also, the impacts of multiple construction projects on traffic operations, the traveling public, and adjacent businesses and residents must be carefully evaluated and managed. Project phasing and implementation must be planned to avoid concurrent impacts on alternate routes or parallel facilities and to minimize extended disruption to businesses and residents.

Project scheduling and phasing to manage local impacts will be specifically addressed as part of the proposed freeway and transit strategic plans.

Another key concern is the capacity of local jurisdictions, OCTA and Caltrans and federal agencies to effectively manage the work that needs to be done. Over the

next five years, a significant increase in program development, planning, environmental, design, oversight and construction management work will be overlaid on the ongoing responsibilities of operating, maintaining, and improving the existing road, highway and transit network. Project planning and phasing will need to account for this increased workload and the capacity of staff and the private sector to respond. OCTA will need to review and rethink its procurement, contract management, project management, staffing and training needs to make best use of and to avoid overburdening the available public and private resources.

An organizational review, conducted by an external, objective third party, will be undertaken in FY 2007-08 to ensure that OCTA management and staff are well positioned and prepared to meet the challenges of the Plan.

Funding and Financing

The fact that the voters approved a renewal of Measure M nearly four and one-half years before the revenues become available is both an opportunity and a challenge. This lead-time enables significant project development work to be undertaken and projects to be delivered early, but only if sufficient funding is made available in a timely manner. Pay-as-you-go project funding is de-facto not possible for any M2 projects until after April 1, 2011. However, early action on M2 projects prior to April 1, 2011 can be undertaken using some combination of four principal funding sources:

1. Federal, State and local grants and/or matching funds
2. Unallocated M1 funds, in excess of what is needed to complete the M1 Expenditure Plan
3. Internal loans of qualifying non-M funds held by OCTA
4. Debt financing repaid by future M2 revenues

These funding sources all have certain qualifying requirements in order to be available for M2 purposes. Grants and matching funds must generally be won through a competitive application or eligibility process, or through an earmarked appropriation. Allocation of M1 funds requires approval of the Board of Directors to amend the M1 Expenditure Plan, with concurrence by the Taxpayers Oversight Committee, and in some cases the voters. Internal loans require that the funds are not otherwise needed over the short term and payment of interest. Debt financing can be used only if pay-as-you-go is deemed infeasible, and if the costs of financing do not imperil delivery of the balance of the voter-approved M2 Investment Plan.

The EAP has a strong funding foundation of matching state, federal and local funds that have already been committed. For example, approximately \$267 million, principally from Proposition 1B Corridor Mobility Improvement Account (CMIA) and State Transportation Improvement Program (STIP) funds, are currently available for M2 EAP freeway projects. Nearly all of the M2 transit, roads and environmental programs have matching requirements, which will eventually leverage additional funds to deliver the EAP.

Beyond these known commitments and requirements, there are three steps that must be taken to complete the funding and financing picture for the EAP.

Step 1: Near Term Commitments

OCTA has existing commitments to M1 and CMIA funded freeway projects that must be addressed in the short term. This includes providing a match for CMIA funds that are available only for construction on the M2 SR-57 project (Project G), and the completion of existing M1 freeway projects on I-5 and SR-22. In addition, the SR-22 Phase II Project (not part of M2) is funded with a combination of federal Congestion Mitigation Air Quality (CMAQ) funds (available only via reimbursement), and state CMIA funds (available only for construction). Working capital is needed on this project for initial investment in design and right of way.

Currently the M1 freeway mode is projected to have an ending unspent balance of \$172 million. It is recommended that two amendments to the M1 Expenditure Plan freeway mode be approved as follows:

1. Allocate \$22 million of the un-programmed funds in the M1 freeway mode to pay for pre-construction costs on the M2 SR-57 widening (Project G).
2. Allocate \$10 million from un-programmed funds in the M1 freeway mode as working capital on the SR-22 Phase II design and right of way.

This leaves an estimated balance of \$140 million in the M1 freeway mode as a prudent reserve for economic uncertainties and project closeout costs.

Step 2: Costs Since the Election

Costs already incurred for M2 project and program development must be funded. Project and program development activities have been underway since the November 7, 2006 election. These costs are estimated at \$3 million, for the period beginning November 8, 2006 through the end of the current fiscal year. This includes contracts for conceptual engineering on SR-55 (Project F); conceptual engineering and environmental studies on SR-91 (Projects J and H), and the development of the EAP.

It is recommended that these M2 project and program development activities be funded from the Orange County Unified Transportation Trust (OCUTT) fund to be reimbursed with interest by M2 when funds become available in 2011. OCUTT funds can be used for any transportation purpose as designated by the Board of Directors. The current OCUTT fund balance is approximately \$10 million.

Step 3: Plan of Finance

A plan of finance is needed to ensure that the cash flow requirements from FY 2007-08 through FY 2011-12 for the EAP are met. Significant expenditures are anticipated for highway project development, design, right-of-way, and construction and the programming of road, transit and environmental funds. Detailed year-by-year cash flow needs for all of these elements are still being compiled and refined, but the aggregate financing needed to deliver the EAP is currently estimated to be less than \$500 million.

It is recommended that a plan of finance for the EAP be prepared and presented to the Transportation 2020 Committee and the Board of Directors for review and approval. This can be completed within 90 days.

The plan of finance will consist of the following:

- Best available cost estimates for each EAP project and program, including annual cash flow estimates;
- Adjustment of all cost and revenue estimates to year-of-expenditure values;
- Refinement of revenue estimates for state, federal and other non-M2 revenue sources;
- Analysis of financing options, including major risk factors, and recommendation of a preferred strategy.

The plan of finance will not be a static document. Project costs and schedules and revenue estimates will be continuously monitored. The financing strategy will be refined and adjustments brought back to the Board of Directors for action as circumstances change.

Financing Policy Guidelines

Following are the recommended policies to guide the preparation and maintenance of the plan of finance:

1. Aggressively seek and utilize first all available local, state and federal matching funds and grants.

2. Annually review and recommend the level of M1 reserves needed to assure the completion of all M1 projects. First priority for M1 funds not needed for reserves should be to fund eligible M2 projects.
3. Utilize internal borrowing to the extent that it is the lowest cost option and does not jeopardize other non-M funding commitments.
4. Utilize debt financing subject to the following conditions:
 - Conservative, independently validated assumptions and projections indicate the ability to deliver the full 30-year M2 plan is not compromised.
 - Debt financing can be shown to be either the lowest cost option, or the only available option, to meet the need.
 - Financing costs accrue appropriately to the M2 project or program for which borrowing occurs.
5. Investigate the opportunities and the potential benefits of interest rate management strategies.

Staffing and Resources

Recommendations for staffing and resources needed to implement the EAP in fiscal year 2007-08 are made in a separate report to the Board of Directors. A budget adjustment of approximately \$20 million and addition of eleven positions is recommended.

Next Steps

Subsequent to adoption by the Board of Directors, the EAP will be distributed to local jurisdictions and key stakeholders. The new Taxpayers Oversight Committee will begin meeting in July 2007. Quarterly status reports on implementation of the Plan will be integrated with the Measure M Quarterly Report beginning in the Fall 2007. Also in the Fall, the plan of finance for the EAP will be presented for review and adoption.

By the end of calendar year 2007, detailed strategic plans outlining scope, sequencing, milestones, cost estimates, cash flow and funding allocation for the freeway and transit programs will be completed. On the same timetable, upgrades to the OCTA website will be phased in to improve the accessibility and transparency of information available to stakeholders and the public.

Renewed Measure M Early Action Plan Outreach Summary

OCTA began outreach to local government and community stakeholders involved in the development of the Renewed Measure M Investment Plan (M2) shortly after its approval by the voters in November 2007. The principal message of these briefings was the need to plan for the increased workload that accompanied the close out of the current M1, what the passage of M2 meant for Orange County as well as the development of the M2 Early Action Plan.

In January 2007, OCTA staff began meeting with city and community groups, including city councils, chambers of commerce and transportation, business and development/engineering associations. All stakeholders were encouraged to provide suggestions and comments on the Early Action Plan.

Upon the Board's approval of the Draft Early Action Plan in late May, the Plan was distributed to over 400 stakeholders including:

- Mayors, city managers and public works directors of all Orange County cities
- State Legislative Delegation
- County of Orange
- League of Cities' Executive Steering Committee
- Water District Boards of Directors
- Orange County Business Council
- Building Industry Association
- OCTA Citizen's Advisory Committee
- OCTA Technical Advisory Committee and Technical Steering Committee
- Environmental Organizations
- Various Business Organizations

Accompanying the Early Action Plan was a transmittal memo that provided stakeholders the opportunity to provide feedback on the Plan as well as information to request that OCTA make a presentation to their organization. Since January, 67 presentations to city councils and community/business organizations have been completed and, as of preparation of this report, two more are scheduled. In addition to presentations, the Early Action Plan was also posted on the OCTA website with a field for the public to provide comments on the Plan. This effort continued through the Board's approval of the Plan and will now transition from presentations seeking input to informing stakeholders about what is included in the Final Early Action Plan.

In addition, significant upgrades are planned for the OCTA website to provide improved access to status and progress on implementing Renewed Measure M and the Early Action Plan.

The following chart depicts all organizations that received briefings on the Renewed Measure M Early Action Plan:

M2 Early Action Plan Outreach Summary January – August 2007

<u>Date</u>	<u>Organization</u>
January	Irvine Chamber of Commerce Orange County Business Council Infrastructure Committee Women in Transportation Seminar American Society of Civil Engineers League of Cities' Executive Steering Committee Santa Ana ComLink National Association of Industrial Office Properties Tustin Chamber of Commerce
February	Building Industry Association Infrastructure Committee League Newly Elected Officials seminar Irvine City Council Orange County Association of Realtors Orange County Taxpayers Association South Orange County Regional Chambers of Commerce
March	GMA 7&8 Elected Officials Orange County City Managers Association National Association of Industrial Office Properties Cypress City Council Santa Ana Kiwanis Newport City Council Huntington Beach Kiwanis Brea City Council Aliso Viejo City Council Construction Management Association of America Consulting Engineers and Land Surveyors of OC Orange City Council Garden Grove City Council Villa Park City Council Dana Point Mayor
April	Costa Mesa City Council Los Alamitos City Council Placentia City Council Women in Transportation Seminar Costa Mesa Leadership Tomorrow Orange County Planning Director Association
May	Yorba Linda City Council Fountain Valley Mayor's Meeting Laguna Hills Mayor

May 29 Adoption of Draft Renewed M Early Action Plan
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June Mission Viejo City Council
 GMA 2 Elected Officials
 League of Cities' Executive Steering Committee
 South County Technical Advisory Committee Workshop
 San Juan Capistrano Chamber of Commerce
 Orange County Council of Governments
 American Society of Civil Engineers, Transportation Technical Committee
 OCTA Citizens' Advisory Committee
 OCTA Technical Advisory Committee
 Orange County Business Council, Infrastructure Committee

July Laguna Hills City Council
 Anaheim City Council
 La Palma City Council
 Los Alamitos City Council
 Seal Beach City Council
 Cypress City Council
 Stanton City Council
 Irvine Mayor
 Santa Ana Environmental and Transportation Advisory Committee
 South Orange County Mayor's Association
 OCTA Special Needs in Transit Advisory Committee

August Orange County City Managers Association
 La Habra City Council
 Buena Park City Council
 San Juan Capistrano City Council
 Tustin City Council
 Placentia City Council
 Orange County Council of Governments Technical Advisory Committee
 Santa Margarita Water District

Scheduled

Huntington Beach Planning Commission
Orange County Taxpayers Association

Total Meetings*: 69

* Current as of August 2007

RENEWED

Freeway Projects

EARLY ACTION PROJECTS 2007-2012

Freeways



Project Descriptions

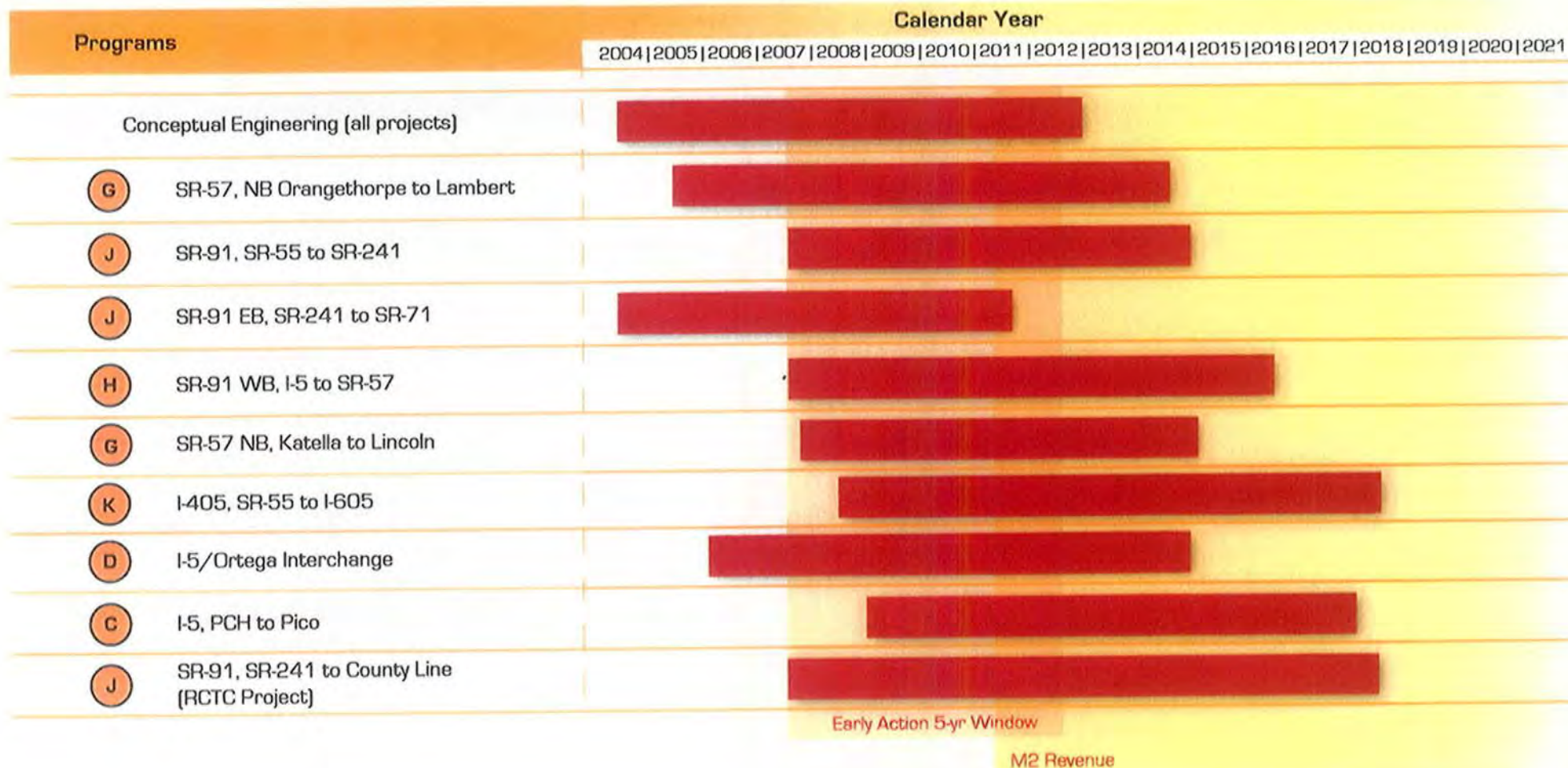
Early Action Projects

- C** I-5, PCH to Pico
- D** I-5/Ortega Interchange
- G** SR-57 NB, Katella to Lincoln; SR-57 NB, Orangethorpe to Lambert
- H** SR-91 WB, I-5 to SR-57
- J** SR-91, SR-55 to SR-241; SR-91 EB, SR-241 to SR-71; SR-91, SR-241 to County Line (RCTC Project)
- K** I-405, SR-55 to I-605

Conceptual Engineering Projects

- A** I-5, SR-57 to SR-55; I-5, SR-55 to El Toro Y
- B** I-5, El Toro Y to SR-73
- C** South OC Freeway Interchanges
- D** SR-22 Access Improvements
- E** SR-55, SR-22 to I-405
- F** SR-57 NB, Lambert to County Line
- G** SR-91, SR-57 to SR-55
- I** I-405, SR-55 to I-5
- L** I-405, SR-55 to I-5
- M** I-605 Access Improvements

EARLY ACTION FREEWAY PROJECTS TIMELINE



The remaining freeway projects listed below will be implemented subsequent to the 2007-2012 Early Action Plan period. Priorities, schedules and project phasing will be presented for Committee and Board of Directors' action as conceptual engineering is completed and more information is known about each project.

- | | | | |
|----------------------------------|--|--|------------------------------------|
| A I-5, SR-57 to SR-55 | D South OC Freeway Interchanges | G SR-57 NB, Lambert to CL | L I-405, SR-55 to I-5 |
| B I-5, SR-55 to El Toro Y | E SR-22 Access Improvements | I SR-91, SR-57 to SR-55 | M I-605 Access Improvements |
| C I-5, El Toro Y to SR-73 | F SR-55, SR-22 to I-405 | J SR-91, SR-241 to County line (OCTA Project) | |

EARLY ACTION PROJECTS TIMELINE

Freeways

Projects	Category	Start*	End*
G SR-57, Orangethorpe to Lambert	Environmental	June 05	Dec 07
	Design/Engineering	Dec 07	June 10
	Right of Way & Utilities	June 08	June 10
	Construction	June 10	July 14
J SR-91, SR-55 to SR-241	Environmental	July 07	July 09
	Design/Engineering	Jan 09	Dec 11
	Right of Way & Utilities	July 09	Dec 11
	Construction	Dec 11	Dec 14
J SR-91 EB, SR-241 to SR-71	Environmental	May 04	Dec 07
	Design/Engineering	July 07	Aug 09
	Right of Way & Utilities	Jan 08	Aug 09
	Construction	Aug 09	Sep 11
H SR-91 WB, I-5 to SR-57	Environmental	July 07	June 10
	Design/Engineering	June 10	June 13
	Right of Way & Utilities	Dec 10	June 13
	Construction	June 13	June 16
G SR-57 NB, Katella to Lincoln	Environmental	Oct 07	July 09
	Design/Engineering	June 08	May 11
	Right of Way & Utilities	Dec 08	May 11
	Construction	May 11	Jan 15
K I-405, SR-55 to I-605	Environmental	July 08	June 11
	Design/Engineering	June 11	June 14
	Right of Way & Utilities	Jan 12	June 14
	Construction	June 14	June 18
D I-5/Ortega Interchange	Environmental	Jan 06	Nov 08
	Design/Engineering	Nov 08	Nov 11
	Right of Way & Utilities	May 09	Nov 11
	Construction	Nov 11	Nov 14
C I-5, PCH to Pico	Environmental	Dec 08	Dec 11
	Design/Engineering	Dec 11	Dec 14
	Right of Way & Utilities	June 12	Dec 14
	Construction	Dec 14	Dec 17
J SR-91, SR-241 to County Line (RCTC Project)	Environmental	July 07	Apr 12
	Design/Engineering	Apr 12	Apr 15
	Right of Way & Utilities	Oct 12	Apr 15
	Construction	Apr 15	Apr 18

*The dates shown here are preliminary and represent typical or average durations for the various project stages. As the projects progress, better information will be available, leading to refinements and changes in the timelines and completion dates.

C. San Diego Freeway (I-5) Improvements South of the El Toro "Y"

Description:

Add new lanes to I-5 from the vicinity of the El Toro Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo. Also add new lanes on I-5 between Coast Highway and Avenida Pico interchanges to reduce freeway congestion in San Clemente. Regional plans also include construction of a new freeway access point between Crown Valley Parkway and Avery Parkway as well as new off-ramps at Stonehill Drive using federal and state funds.

Status:

Project Study Report under way now for Coast Highway to Avenida Pico section (Caltrans lead). Analysis to date has focused on this segment as an HOV lane. Initiate Project Study Report for El Toro Interchange to SR-73 area by 2011 contingent upon funding availability and future Board action following completion of the South Orange County Major Investment Study (SOCMIS).

Present Day Congestion:

Today, I-5 near the El Toro "Y" carries about 342,000 vehicles per day and has about 5,300 daily vehicle hours of delay. Segments of the freeway currently operate at level of service "F" (over capacity) in the mornings and afternoons. On-ramps are significantly congested in the mornings at Crown Valley and Oso Parkways.

Benefits:

The project will increase freeway capacity and reduce congestion. Travel volumes are expected to increase in the future by 35 percent (118,000 vehicles), bringing it up to 460,000 vehicles per day in the future.

Cost (2005 \$):
\$627.0 million.

Issues:

Contingent on findings from Project Study Reports (estimated 2008 completion for Coast Highway to Pico section).

External Funding:

Potential linkages to non-Measure M funded local interchange projects such as Crown Valley Parkway area.

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition. Major Investment Study currently under way may modify proposed plans. Major interchange improvements (Project D) will need to be integrated into the mainline widening.

Related Projects:

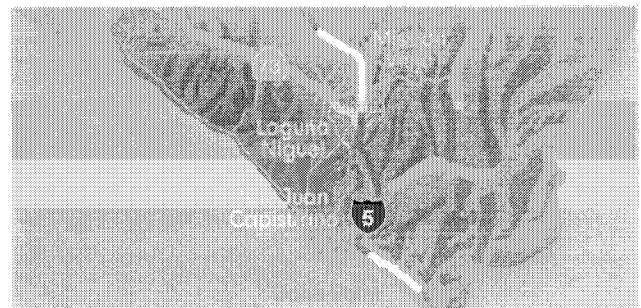
I-5 local interchange improvements (Project D); new freeway access point between Crown Valley Parkway and Avery Parkway.

Involved Agencies:

Caltrans, Laguna Hills, Mission Viejo, Laguna Niguel, San Juan Capistrano, Dana Point, San Clemente, Lake Forest, TCA

References:

Caltrans District 12 Proposed Projects (2004)



D. Santa Ana Freeway / San Diego Freeway (I-5) Local Interchange Upgrades

Description:

Update and improve key I-5 interchanges such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, El Toro Road, and others to relieve street congestion around older interchanges and on ramps. In addition to the project described above, regional plans also include improvements to the local interchanges at Camino Capistrano, Oso Parkway, Alicia Parkway and Barranca Parkway using federal and state funds.

Status:

Projects at various stages. Ortega Highway EIR under way.

Present Day Congestion:

Varies by location. Each local interchange suffers from high, recurrent congestion in morning and afternoon peak periods.

Benefits:

Varies by location. Each local interchange offers community benefits including congestion relief and improved freeway access.

Cost (2005 \$):

\$258.0 million.

Issues:

Contingent on findings from Project Study Reports (estimated 2008 to 2012 completion).

External Funding:

Potential linkages to non-Measure M funded local interchange projects such as Culver Drive and Ortega Highway.

Risks:

Limited right-of-way in certain locations may require right-of-way acquisition. Major Investment Study currently underway may modify proposed plans. Project C needs to be integrated with the local interchange upgrades.

Related Projects:

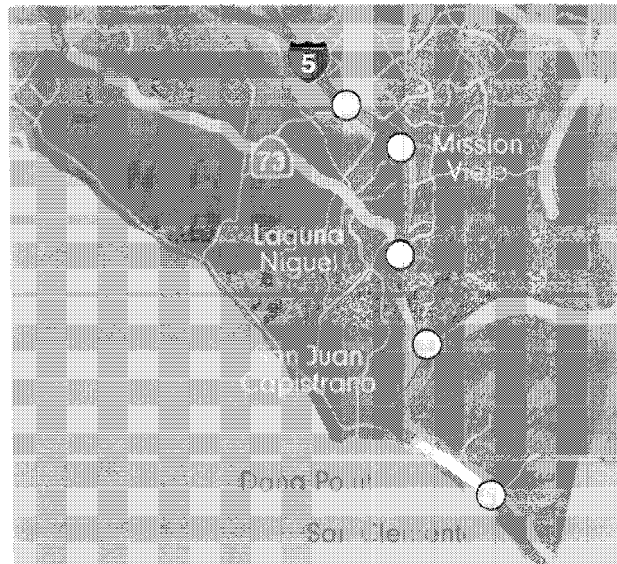
I-5 widening, south of the El Toro "Y"

Involved Agencies:

Caltrans, Irvine, Laguna Hills, Mission Viejo, Laguna Niguel, San Juan Capistrano, San Clemente, Lake Forest, TCA

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; I-5/SR-74 PSR



G. Orange Freeway (SR-57) Improvements

Description:

Build a new northbound lane between Orangewood Avenue and Lambert Road. Other projects include improvements to the Lambert interchange and the addition of a northbound truck-climbing lane between Lambert and the county line. In addition to the project described above, regional plans include new carpool ramps at Cerritos Avenue using federal and state funds.

Status:

Environmental document under way from Orangethorpe to Lambert with expected completion by 2008. Initiate Project Report for Orangewood to Orangethorpe segment by 2008 contingent upon funding availability and future Board action. Initiate environmental document for northbound truck climbing lane between Lambert and Tonner Canyon Road by 2011.

Present Day Congestion:

Today, this segment of SR-57 carries about 315,000 vehicles and has about 3,300 daily vehicle hours of delay in the northbound direction. High, recurrent congestion southbound in the morning and northbound in the evening.

Benefits:

The project will increase freeway capacity and reduce congestion. By 2030, this volume will increase by 15 percent, bringing it up to 363,000 vehicles per day.

Cost (2005 \$):

\$258.7 million.

Issues:

Contingent on findings from environmental documents. Coordination with local interchange projects such as

Lambert, and ARTIC related freeway access improvements.

External Funding:

CMIA, possible Measure M1

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition.

Related Projects:

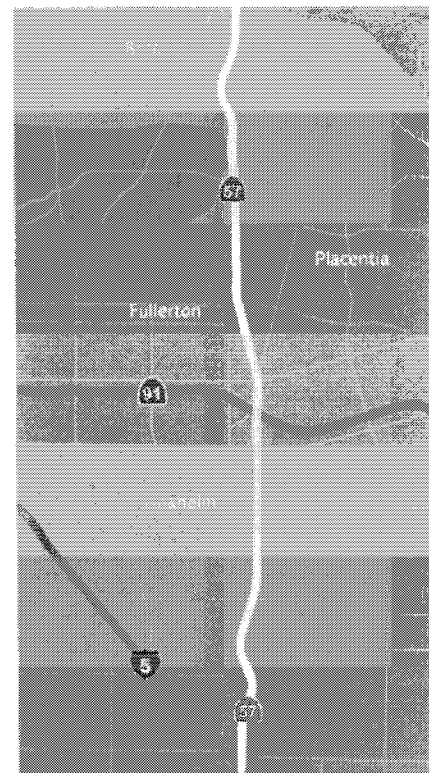
SR-91 improvements, SR-57 to I-5; SR-57 to SR-55

Involved Agencies:

Caltrans, Orange, Anaheim, Placentia, Fullerton, Brea

References:

Orangethorpe to Lambert PSR (2004); Katella to Lincoln PSR (2003); Caltrans District 12 Proposed Projects (2004); Lambert interchange PSR; 2006 Long-Range Transportation Plan



H. Riverside Freeway (SR-91) Improvements from the Santa Ana Freeway (I-5) to the Orange Freeway (SR-57)

Description:

Add capacity in the westbound direction and provide operational improvements at on and off ramps to the SR-91 between I-5 and the Orange Freeway (SR-57).

Status:

Initiate environmental document by summer 2007.

Present Day Congestion:

Today, this segment of SR-91 carries about 256,000 vehicles and has about 3,800 daily vehicle hours of delay.

Benefits:

The project will increase freeway capacity and reduce congestion. By 2030, this volume is expected to increase by nearly 13 percent, bringing it up to 289,900 vehicles per day.

Cost (2005 \$):

\$140.0 million.

Issues:

Contingent on findings from environmental document (estimated 2010 completion).

External Funding:

None at this time.

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition.

Related Projects:

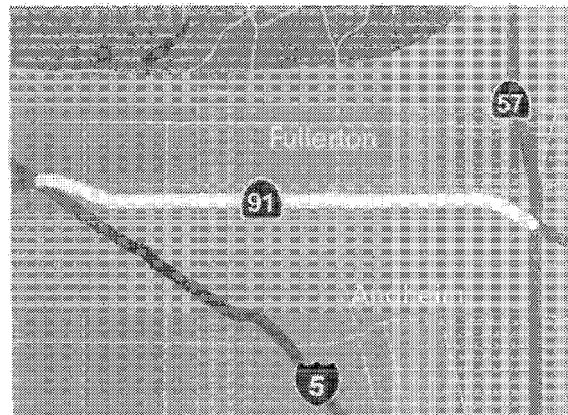
N/A

Involved Agencies:

Caltrans, Anaheim, Fullerton

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; SR-91 westbound lane PSR (I-5 to SR-57)



J. Riverside Freeway (SR-91) Improvements from Costa Mesa Freeway (SR-55) to the Orange/ Riverside County Line

Description:

This project adds capacity on SR-91 beginning at SR-55 and extending to I-15 in Riverside County. The first priority will be to improve the segment of SR-91 east of SR-241. The goal is to provide up to four new lanes of capacity between SR-241 and Riverside County Line by making best use of available freeway property, adding reversible lanes, building elevated sections and improving connections to SR-241. This project also includes improvements to the segment of SR-91 between SR-241 and SR-55. The concept is to generally add one new lane in each direction and improve the interchanges.

Status:

Environmental document under way for new eastbound lane east of SR-241. Initiate study of ultimate improvements between SR-241 and Riverside County Line by Fall 2007. PSR for added lanes from SR-55 to SR-241 completed in May 2004.

Present Day Congestion:

Today, this freeway carries about 314,000 vehicles every day and has about 5,500 daily vehicle hours of delay.

Benefits:

The project will increase freeway capacity and reduce congestion. Traffic volumes are expected to increase by 36 percent, bringing it up to 426,000 vehicles by 2030.

Cost (2005 \$):

\$925.0 million.

Issues:

Contingent on findings from EIR for new eastbound lane (estimated 2007 completion). Other environmental issues contingent on future Project Study Reports. Improvements east of SR-241 are coordinated with SR-91/SR-241 interchange improvements (non-Measure M funded) and Riverside County's Measure A widening of SR-91.

External Funding:

CMIA and potential 2006 STIP funding

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition.

Related Projects:

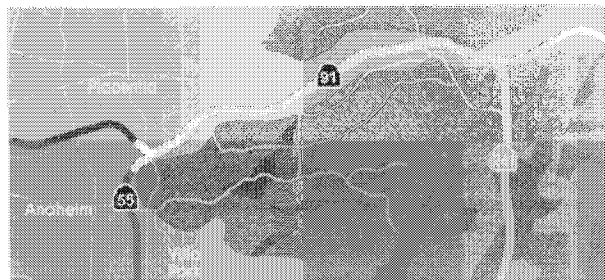
EB auxiliary lane, SR-241 to SR-71; Riverside County Measure A 5th lane (SR-241 to I-15)

Involved Agencies:

Caltrans, RCTC, Anaheim, Yorba Linda

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; 5th lane SR-55 to SR-241 PSR, SR-91 implementation plan



K. San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)

Description:

Add new lanes to the San Diego Freeway between I-605 and SR-55. The project will make best use of available freeway property, update interchanges and widen all local overcrossings according to city and regional master plans. The improvements will be coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange area to the north and I-405/SR-73 improvements to the south. Near-term regional plans also include the improvements to the I-405/ SR-73 interchange as well as a new carpool interchange at Bear Street using federal and state funds.

Status:

Complete the draft Project Study Report by 2008.

Present Day Congestion:

Today, I-405 carries about 430,000 vehicles daily and has about 11,400 daily vehicle hours of delay. Segments of the freeway operate at level of service "F" (over capacity) in the morning and afternoon.

Benefits:

The project will increase freeway capacity and reduce congestion. Traffic volumes are expected to increase by nearly 23 percent, bringing it up to 528,000 vehicles daily by 2030.

Cost (2005 \$):

\$500 million.

Issues:

Contingent on findings from Project Study Report (estimated 2008).

External Funding:

Federal funds have been earmarked for improvements to the Beach Boulevard interchange that will need to be coordinated with this project.

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition. Re-building local interchanges may require right-of-way to accommodate existing and future traffic.

Related Projects:

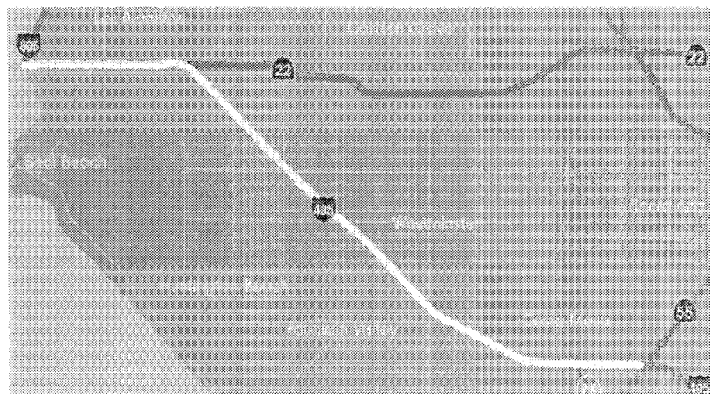
SR-22 west, Valley View to I-605, Bear street HOV ramps, I-405/SR-73 HOV direct connectors

Involved Agencies:

Caltrans, Seal Beach, Los Alamitos, Garden Grove, Westminster, Huntington Beach, Fountain Valley, Costa Mesa

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; I-405 MIS

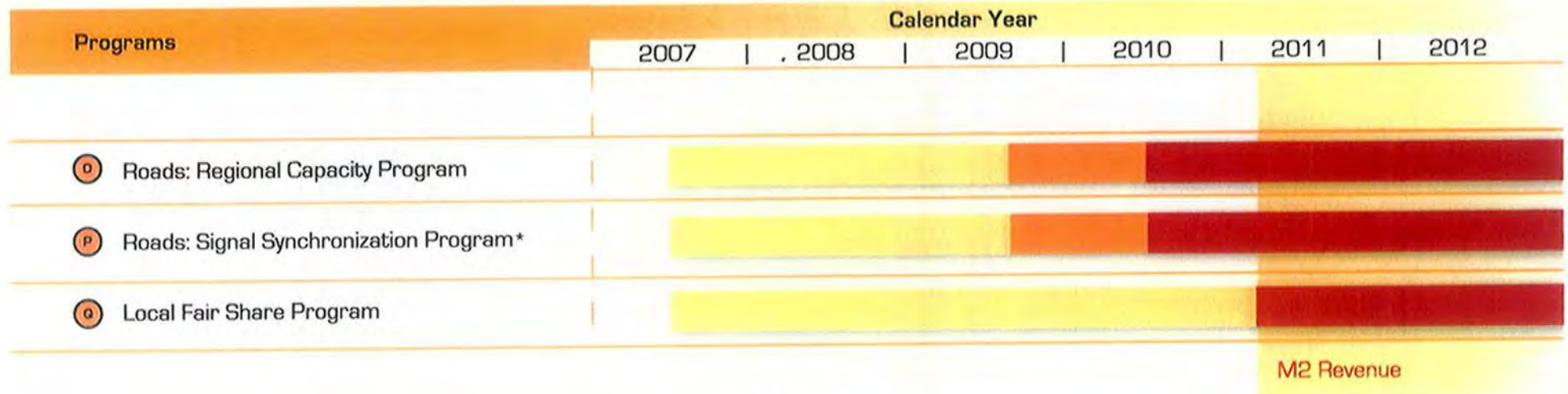




RENEWED

Streets and Roads Program

EARLY ACTION STREETS & ROADS PROGRAM TIMELINE



Legend

- Program Development
- Call For Projects
- Program Implementation

Notes

- * Renewed M eligibility requirement and funding program

Requirements for Eligible Jurisdictions M1 and M2

	M1 Eligibility Requirements	M2 Eligibility Requirements
1	Comply with M1 Growth Management Plan (GMP) requirements generally based on maintaining certain traffic level of service standards	Comply with State requirements for Orange County Congestion Management Program (CMP) generally based on maintaining certain traffic level of service standards
2	Institute development mitigation as part of GMP to ensure new development pays its share of the associated costs	Require new development to pay a fair share of needed transportation improvements
3	Adopt a General Plan Circulation Element consistent with the Master Plan of Arterial Highways (MPAH)	Adopt a General Plan Circulation Element consistent with the Master Plan of Arterial Highways (MPAH)
4	Adopt a 7-Year Capital Improvement Plan (CIP) that includes all M1 funds	Adopt a 6-Year Capital Improvement Plan (CIP) that includes all M2 funds
5	Participate in Growth Management Area (GMA) interjurisdictional forums	Participate in Traffic Forums
6	Adopt a local Transportation Demand (TDM) program/ordinance or alternative mitigation to reduce single occupancy vehicle travel	Adopt a local Signal Synchronization Plan consistent with a countywide Master Plan
7	Adopt a local Pavement Management Plan and adequately fund the same	Adopt a local Pavement Management Plan; measure pavement conditions against a standard and show or maintain improvement of pavement condition
8	No comparable requirement	Provide an annual Expenditure Report of all M2 spending
9	No comparable requirement	Provide a Project Final Report for all completed M2 projects
10	Agree to spend all M1 revenues within 3 years	Agree to time limits for expenditures; generally 3 years
11	Meet Maintenance of Effort (MOE) standard	Meet Maintenance of Effort (MOE) standard with a Construction Cost Index (CCI) escalation every three years
12	No supplanting of private developer funding	No supplanting of private developer funding
13	Address jobs/housing balance as part of GMP	Consider land use planning strategies that accommodate transit and non-motorized transportation

M2 Precursors for Local Funding Eligibility and Allocations

1. **Traffic Forums:** Eligible Jurisdictions and Caltrans, in participation with County of Orange and the Orange County Division of League of Cities shall establish boundaries for Traffic Forums.
2. **Regional Traffic Signal Synchronization Program:** OCTA, in consultation with Eligible Jurisdictions and Caltrans, shall adopt and maintain a Traffic Signal Synchronization Master Plan that shall be part of the Master Plan of Arterial Highways (MPAH).
3. **Local Traffic Signal Synchronization Plan:** Eligible Jurisdictions shall adopt and maintain a Local Traffic Signal Synchronization Plan consistent with the Traffic Signal Synchronization Master Plan. The Signal Synchronization Plan must be part of the General Plan Circulation Element.
4. **Pavement Management:** OCTA, in consultation with Eligible Jurisdictions, shall define a countywide management method to inventory, analyze and evaluate road pavement conditions, and a common method to measure improvement of road pavement conditions.
5. **Pavement Management Plan:** Eligible Jurisdictions shall biennially adopt and update a Pavement Management Plan, using a common format approved by OCTA, and issue a report every two years regarding status of pavement conditions and implementation of the Plan.
6. **Capital Improvement Program:** Eligible Jurisdictions shall develop a 6-Year Capital Improvement Program that includes all proposed M2 expenditures, including Signal Synchronization and Pavement Management.
7. **Competitive Procedures:** OCTA, in consultation with Eligible Jurisdictions, shall develop competitive procedures for allocation of funds for Regional Capacity (Project O), Signal Synchronization (Project P), Metrolink Extensions (Project S), Metrolink Gateways (Project T), and Community Based Transit/Circulators (Project V).
8. **Environmental Cleanup/Water Quality:** OCTA shall appoint an Environmental Cleanup/Water Quality Allocation Committee as specified in M2 Ordinance #3. The Committee shall recommend to OCTA a competitive grant process; maintenance of effort provisions; annual reporting and benefit assessment methods; and funding allocations for M2 Environmental Cleanup revenues.

O. Regional Capacity Program

Description:

This program, in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways (MPAH). The program also provides for intersection improvements and other projects to help improve street operations and reduce congestion. This program also provides funding for construction of railroad grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe railroad in northern Orange County. The program allocates funds through a competitive process and targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness, and project readiness.

Cost (2005 \$):

\$1,132.8 million.

Status:

Initiate development of program procedures, guidelines and eligibility requirements by 2007. Call for projects estimated by 2009.

Present Day:

Roughly 1,000 miles of new street lanes remain to be completed, mostly in the form of widening existing streets to their ultimate planned width. Completion of the system will result in a more even traffic flow and efficient system.

Benefits:

Improvements to be funded by this program, when combined with local arterial projects, are projected to improve peak period arterial speeds by

nearly 27% by 2030 compared to not constructing those projects.

Issues:

Right-of-way may be difficult to obtain for widening projects in some older, more densely developed sections of the county.

External Funding:

A local jurisdiction match equivalent to 50% of project costs is required to qualify for Measure M funding. Match can be reduced contingent on participation in pavement and signal synchronization programs as well as use of non-Measure M funds for local match and developer contributions.

Risks:

Jurisdictions must meet eligibility requirements to receive funding.

Related Projects:

Regional Traffic Signal Synchronization Program; Local Fair Share Program

Involved Agencies:

All local jurisdictions (cities and the County)

References:

2006 Long Range Transportation Plan;
Orange County Master Plan of Arterial Highways

P. Regional Traffic Signal Synchronization Program

Description:

This program targets over 2,000 signalized intersections across the County for coordinated operation. The goal is to improve the flow of traffic by developing and implementing regional signal coordination programs that cross jurisdictional boundaries. The goal is development of a coordinated signal system that is corridor based rather than just city or agency based.

Cost (2005 \$):

\$453.1 million

Status:

The development of a county-wide Signal Master Plan and local signal plans will be initiated by the end of 2007. Goal is to have call for projects by 2009.

Present Day:

Most traffic signal synchronization programs today are limited to segments of roads within individual cities or under the control of specific agencies, such as Caltrans agencies. For example, signals at intersections of freeways with arterial streets are controlled by Caltrans, while nearby signals at local street intersections are under the control of cities.

Benefits:

The projects in this program will maximize the effectiveness of the existing arterial system and will improve arterial corridor speeds. When completed, this project can increase the capacity of the street grid and reduce the delay by over six million hours annually.

Issues:

Some cities may be reluctant to give up local control of signals. Requires development of local signal synchronization plans and coordination with area traffic forums.

External Funding:

Local jurisdiction match equivalent to 20% of project costs is required to qualify for this program.

Risks:

Jurisdictions must meet eligibility requirements to receive funding. This includes a local signal synchronization plan and participation in traffic forums to resolve traffic operations issues with neighboring jurisdictions.

Related Projects:

Regional Capacity Program; Local Fair Share Program

Involved Agencies:

All local jurisdictions (cities and the County); Caltrans

References:

2006 Long Range Transportation Plan;
2006 Orange County Traffic Signal Coordination Program

Q. Local Fair Share Program

Description:

This element of the program will provide flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. In addition, cities can use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc.

This program is intended to augment, rather than replace, existing transportation expenditures and therefore cities must meet specific eligibility requirements to receive the funds.

Cost (2005 \$):

\$2,039.1 million.

Status:

Initiate development of program procedures, guidelines and eligibility requirements by 2007.

Present Day:

This program is a continuation of the existing Measure M "turnback" program.

Benefits:

This program provides an augmentation to local general fund monies used for transportation purposes that will not be sufficient alone to maintain streets and improve local/residential streets.

Issues:

Eligibility requirements include local jurisdiction consistency with the MPAH, developer impact fees, Pavement Management Plan, Signal Synchronization Plan, participation in

traffic forums, compliance with CMP requirements and annual reporting of expenditures in addition to maintenance of effort requirements.

External Funding:

Local jurisdictions must maintain current general fund level of effort for transportation. Maintenance of effort to be increased annually to keep pace with inflation.

Risks:

Jurisdictions must meet eligibility requirements to receive funds.

Related Projects:

Regional Capacity Program; Regional Traffic Signal Synchronization Program

Involved Agencies:

All local jurisdictions (cities and the County)

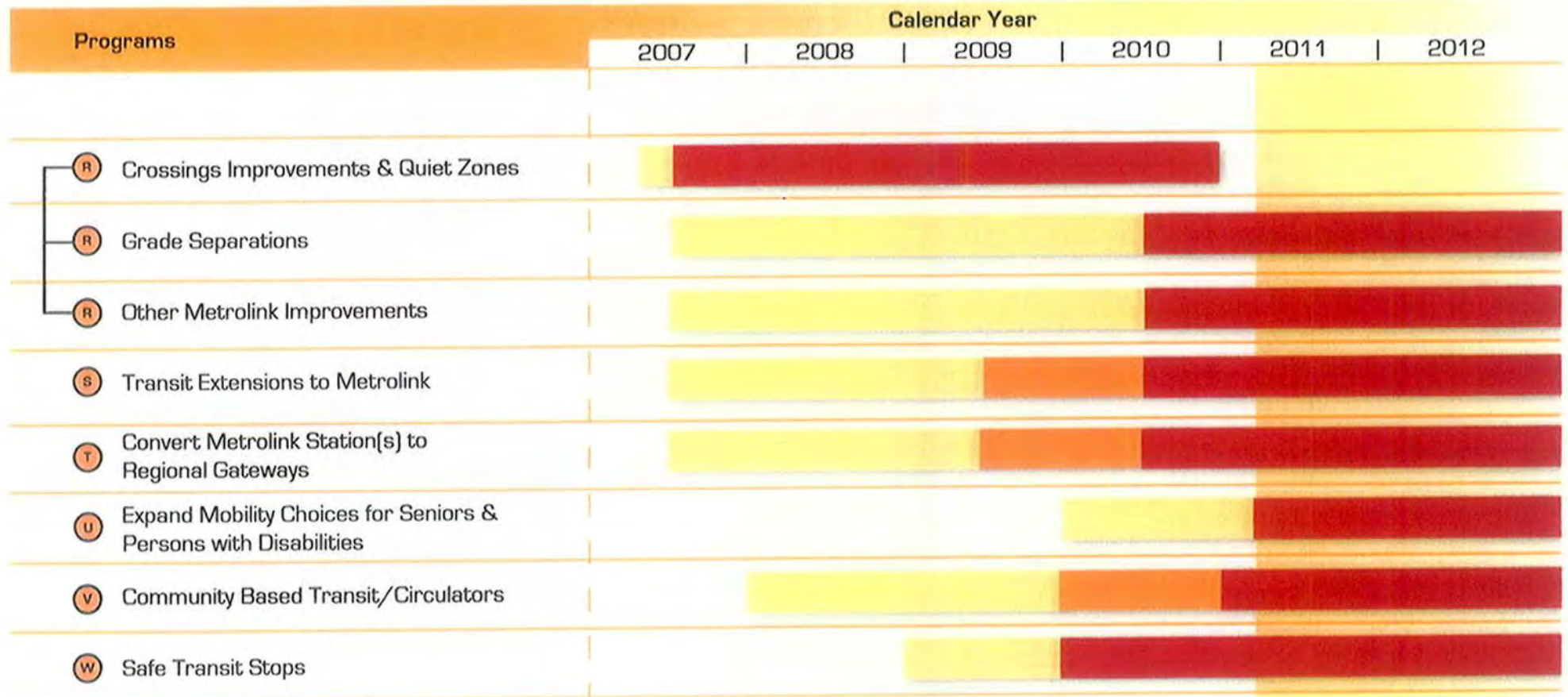
References:

2006 Long Range Transportation Plan

RENEWED

Transit Programs

EARLY ACTION TRANSIT PROGRAM TIMELINE



M2 Revenue

Legend

- Program Development
- Call For Projects
- Program Implementation

R. High Frequency Metrolink Service

Description:

This project will increase rail services within the county and provide frequent Metrolink service north of Fullerton to Los Angeles. The project will provide for track improvements, more trains, and other related needs to accommodate the expanded service.

This project is designed to build on the successes of Metrolink and complement service expansion made possible by the current Measure M. The service will include upgraded stations and added parking capacity, safety improvements and quiet zones along the tracks, and frequent shuttle service and other means to move arriving passengers to nearby destinations.

The project also includes funding for improving grade crossings and constructing over or underpasses at high volume arterial streets that cross the Metrolink tracks.

Cost (2005 \$):

\$1,014.1 million

Status:

- Operations cost for service through 2041 is currently being developed
- Quiet Zone policy development underway
- Grade Separation prioritization to commence in 2007/08

Present Day:

Three Metrolink lines serve Orange County today, providing 44 daily trains

and carrying more than 3.5 million annual riders.

Benefits:

High frequency Metrolink service will allow for additional capacity parallel to I-5 (Orange County Line) and SR-91 (Inland Empire-Orange County Line and 91 Line). Frequent service 7 days per week, throughout the day will allow for more flexible home to work trips as well as other non-commuter hour trips.

Issues:

- Funding continued operation of Metrolink service developed and funded under Measure M1 must be a top priority.
- Coordination with Los Angeles and Riverside Counties on inter-county priorities.
- Relationship to goods movement policies.
- Role of Metrolink in South Orange County

External Funding:

State Transportation Improvement Program (STIP) and Federal Congestion Mitigation and Air Quality (CMAQ), and Federal New Starts funds are eligible for commuter rail capital improvements.

Risks:

Moderate risk associated with expansion on OCTA owned rail right-of-ways. Significantly more risk associated with Burlington Northern Santa Fe (BNSF) railroad owned right-of-way.

Goods Movement related capacity and mitigation programs may impact service

expansion plans north and east of Fullerton.

Program Development:

2007-2010

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M1 funded)

Project "S" – Transit Extensions to Metrolink

Project "T" – Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems.

Project "V" – Community Based Transit Circulators

California High Speed Rail Authority Project

Involved Agencies:

Metrolink, Caltrans, California High Speed Rail Authority, BNSF, Buena Park, Fullerton, Anaheim, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel, Mission Viejo, San Juan Capistrano, Dana Point, San Clemente.

S. Transit Extensions to Metrolink

Description:

Frequent service in the Metrolink corridor provides a high capacity transit system linking communities within the central core of Orange County. This project will establish a competitive program for local jurisdictions to broaden the reach of the rail system to other activity centers and communities. Proposals for extensions must be developed and supported by local jurisdictions and will be evaluated against well-defined and well-known criteria as follows:

- Traffic congestion relief
- Project readiness, with priority given to projects that can be implemented within the first five years of the Plan
- Local funding commitments and the availability of right-of-way
- Proven ability to attract other financial partners, both public and private
- Cost-effectiveness
- Proximity to jobs and population centers
- Regional as well as local benefits
- Ease and simplicity of connections
- Compatible, approved land uses
- Safe and modern technology
- A sound, long-term operating plan

This project shall not be used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor. The emphasis shall be on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately

adjacent to the Metrolink corridor. It is intended that multiple transit projects be funded through a competitive process and no single project may be awarded all of the funds under this program.

These connections may include a variety of transit technologies such as conventional bus, bus rapid transit or high capacity rail transit systems as long as they can be fully integrated and provide seamless transition for the users.

Cost (2005 \$):

\$1,000.0 million.

Status:

Step 1* of this program is underway with \$3.4 million in Measure M1 grants made available to cities to study options for connections to Metrolink.

Step 2* of this program is expected to begin in 2008. \$26.6 million in Measure M1 funds have been approved for Step 2.

*Go Local Program funded by M1.

Present Day:

Connections to and from Metrolink stations are provided by OCTA operated "Station link" bus service and OCTA operated fixed route bus service.

Benefits:

The goal of this program is to make Metrolink more convenient to more people in Orange County. The program also seeks to provide traffic congestion relief, and access to job and population centers.

The program is expected to build upon the baseline improvements provided

under the Measure M1 funded Metrolink Expansion Plan as well as Project "R", High Frequency Metrolink Service.

Individual project benefits will be established in Step 1 and 2 of the program.

Issues:

Coordination and consistency with Step 1 and Step 2 of the program funded under Measure M1.

Coordination with Metrolink Expansion Plan and Project "R"

Coordination with Project "V" – Community Based Transit Circulators

External Funding:

Potential capital funding from the State Transportation Improvement Program (STIP), Federal Congestion Mitigation and Air Quality (CMAQ), Federal New Starts funds and state bond funds (Proposition 116).

Risks:

Risk associated with 34 separate local transit plans and proposals.

Potential risk associated with selection of most promising projects.

Need to fully understand operating costs and plans of proposed systems.

Program Development:

Go Local Studies 2006-2009

Program Development 2007-2009

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Project "R" – High Frequency Metrolink Service

Project "T" – Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems.

Project "V" – Community Based Transit Circulators

California High Speed Rail Authority Project

Involved Agencies:

All Orange County cities, Federal Transit Administration, Caltrans, California Transportation Commission

T. Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Description:

This program will provide the local improvements that are necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route.

The State of California is currently planning a high-speed rail system linking northern and southern California. One line is planned to terminate in Orange County. In addition, several magnetic levitation (MAGLEV) systems that would connect Orange County to Los Angeles and San Bernardino Counties, including a link from Anaheim to Ontario airport, are also being planned or proposed by other agencies.

Cost (2005 \$):
\$226.6 million.

Status:

The California High Speed Rail Authority (CAHSRA) is currently in the project level Environmental Impact Report / Environmental Impact Statement phase of a planned high-speed rail system that will connect Southern California to the San Francisco Bay Area and Sacramento.

The CAHSRA and OCTA have entered into a Memorandum of Understanding that provides \$7 million in Measure M1 funds towards this effort. The Los Angeles to Orange County segment is anticipated to follow the existing Metrolink alignment and terminate in Anaheim.

OCTA has recently purchased 13.5 acres in the City of Anaheim next to the railroad right-of-way. This site is planned for future transportation use as the Anaheim Regional Transportation Intermodal Center (ARTIC). Preliminary planning is currently underway for this site.

Present Day:

Currently there are not any high-speed rail systems operating in California. Existing rail service consists of Metrolink and Amtrak.

Benefits:

When high-speed rail systems develop, Orange County will need a gateway station or stations so that residents of Orange County will have convenient access. Future connections will be made by Metrolink, Amtrak, local bus, and automobile. The high-speed rail system(s) is planned to relieve freeway congestion, airport congestion and allow for fast, frequent service throughout the state.

Issues:

Coordination with Metrolink Expansion Plan and Project "R"

Coordination with Project "V" –
Community Based Transit Circulators

External Funding:

Potential funding from the State Transportation Improvement Program (STIP), Federal Congestion Mitigation and Air Quality (CMAQ), and Federal New Starts funds.

Risks:

Coordination with multiple agencies,
many outside the County.

Long term operating costs of facilities.

Program Development:

2007-2009

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1
funded)

Project "R" – High Frequency Metrolink
Service

Project "S" – Transit Extensions to
Metrolink

Project "V" – Community Based Transit
Circulators

California High Speed Rail Authority
Project

Involved Agencies:

All Orange County cities, Federal
Transit Administration, Caltrans,
California Transportation Commission

U. Expand Mobility Choices for Seniors and Persons with Disabilities

Description:

This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:

- One percent of net revenues will stabilize fares and provide fare discounts for bus services, specialized ACCESS services and future rail services
- One percent of net revenues will be available to continue and expand local community van service for seniors through the existing Senior Mobility Program
- One percent will supplement existing countywide senior non-emergency medical transportation services
- Over the next 30 years, the population age 65 and over is projected to increase by 93 percent. Demand for transit and specialized transportation services for seniors and persons with disabilities is expected to increase proportionately.

Cost (2005 \$):
\$339.8 million.

Status:
Program Development Needed

Present Day:
A similar program currently exists under Measure M 1 (elderly and handicapped fare stabilization). The Senior Mobility Program and non-emergency medical

transportation services currently exist as well.

Benefits:

This program is expected to provide assistance to seniors and persons with disabilities through fare discounts, a senior mobility van program, and senior non-emergency transportation services. Can divert trips from more expensive ACCESS paratransit services.

External Funding:
None

Risks:
Future demand for senior and disabled transportation could exceed program revenues

Program Development:
2010-2011

Program Implementation:
2011 and beyond

Related Projects:
Measure M 1 program for elderly and handicapped fare stabilization

OCTA Senior Mobility Program

County of Orange non-emergency medical transportation

Metrolink Expansion Plan (Measure M 1 funded)

Project "R" – High Frequency Metrolink Service

Project "S" – Transit Extensions to Metrolink

Project "V" – Community Based Transit
Circulators

Involved Agencies:

All Orange County cities, Federal
Transit Administration, Local Agencies

V. Community Based Transit/Circulators

Description:

This project will establish a competitive program for local jurisdictions to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. Projects will need to meet performance criteria for ridership, connection to bus and rail services, and financial viability to be considered for funding. All projects must be competitively bid, and they cannot duplicate or compete with existing transit services.

Cost (2005 \$):

\$226.5 million

Status:

Program Development Needed

Present Day:

Some Orange County cities have studied and / or expressed interest in the development of local transit circulators. About half of the cities operate local senior mobility services.

Benefits:

This program is expected to provide local access to activity and employment centers. Reductions in localized traffic congestion is an anticipated benefit.

External Funding:

Potential Federal Transit Administration (FTA) funds.

Risks:

Moderate – associated with ridership and operating costs forecasting.

Program Development:

2008-2010

Program Implementation:

2011 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Planned Bus Rapid Transit Program

Project "R" – High Frequency Metrolink Service

Project "S" – Transit Extensions to Metrolink

Involved Agencies:

All Orange County cities, Federal Transit Administration

W. Safe Transit Stops

Description:

This project provides for passenger amenities at 100 of the busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines.

Cost (2005 \$):

\$25 million

Status:

Program Development Needed

Present Day:

The Bus Stop Accessibility Program (BSAP) is nearing completion (2007). 6,500 bus stops were enhanced through this program.

Benefits:

This program is expected to provide significantly enhanced transit stops at the most heavily used transit stops in the OCTA system. A focus will be placed on intermodal connections, transfers and integration with the planned Bus Rapid Transit program.

External Funding:

Potential Federal Transit Administration (FTA) funds.

Risks:

Low risk associated with this program. Some risk associated with potential local right-of-way needs for enhanced transit stops.

Program Development:

2009-2010

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Planned Bus Rapid Transit Program

Project "R" – High Frequency Metrolink Service

Project "S" – Transit Extensions to Metrolink

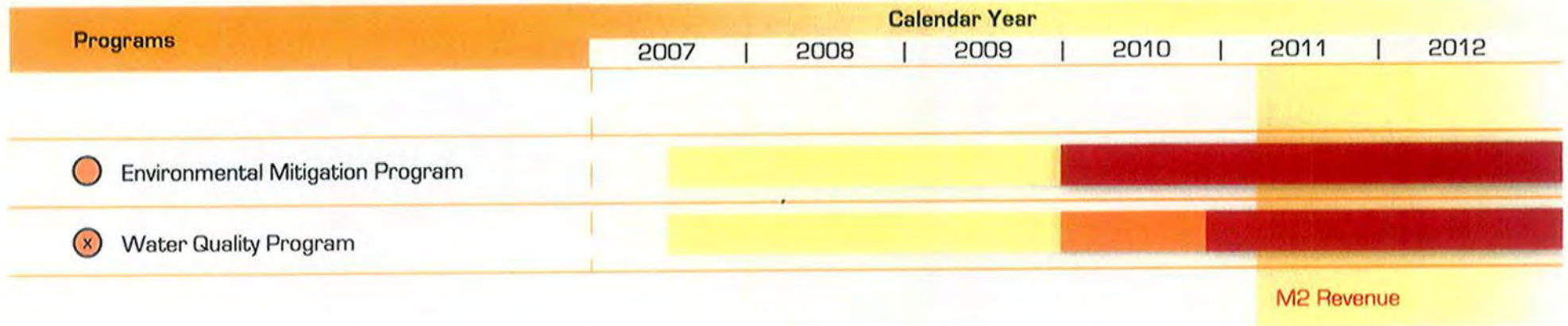
Involved Agencies:

All Orange County cities, Federal Transit Administration

RENEWED

Environmental Cleanup

EARLY ACTION ENVIRONMENTAL PROGRAM TIMELINE



Legend

- Program Development
- Call For Projects
- Program Implementation

Freeway Mitigation Master Agreement

Description:

Subject to a Master Agreement negotiated between OCTA and federal and state resource agencies, provide for high-value environmental benefits such as habitat protection and resource preservation, in exchange for streamlined project approvals for the freeway program as a whole.

Cost:

A minimum of 5 percent of total Freeway expenditures (\$243.5 million)

Status:

Renewed Measure M Ordinance #3 calls for development of the Master Agreement "as soon as practicable" following approval by the voters. Negotiations can commence upon Board of Directors authorization of an Early Action Plan.

Benefits:

The project has the potential to minimize or reduce regulatory delays in the implementation of freeway projects and to result in greater environmental benefits than could be achieved through traditional project-by-project mitigation.

Issues:

The Board must appoint a Mitigation and Resource Protection Program Oversight Committee. An application and selection process will be needed. Freeway impacts and mitigation opportunities must be inventoried and assessed, in some cases prior to completion of environmental documents. Resource agencies will need to make commitments in advance of permit issuance.

External Funding:

Potential for matching funds from state bonds.

Risks:

Over time, mitigation opportunities can be lost and costs can increase. Competing conservation/mitigation priorities may make reaching agreement more difficult. Resource agencies may have difficulty making necessary commitments.

Related Projects:

Can benefit all freeway projects. Some mitigation opportunities may mesh with those under Project X – Environmental Cleanup funds for road runoff.

Involved Agencies:

Caltrans, Corps of Engineers, Fish and Wildlife, Fish and Game, FHWA

References:

Renewed Measure M Transportation Investment Plan
Orange County Local Transportation Authority Ordinance No. 3

X. Environmental Cleanup

Description:

Competitive grant process designed to clean up highway and street runoff and to supplement current road runoff efforts. Program will help local agencies meet Clean Water Act standards.

Cost:

\$ 237.2 million

Status:

Work is underway by local agencies to develop scope/cost to meet standards. Program policies and guidelines must be developed.

Benefits:

The program enables larger-scale, high impact projects. Early implementation could result in more benefits at lower cost. Funds may be used for water quality improvements related to both existing and new transportation infrastructure.

Issues:

The OCTA Board must appoint an Allocation Committee. Allocation committee will recommend a competitive grant process for the allocation of environmental cleanup revenues. The recommended process should give priority to cost-effective projects and programs that offer opportunities to leverage other funds. An application and selection process will be needed to fill the Allocation Committee.

External Funding:

Matching requirements can leverage other funds.

Risks:

Projects and programs that are recommended for funding may not be equitably distributed geographically. Potential for conflicting geographic and jurisdictional interests. Water quality standards and best practices can change rapidly.

Related Projects:

Existing and new transportation infrastructure may benefit from this program. May also work with Freeway Mitigation Master Agreement.

Involved Agencies:

County, cities, Caltrans, Regional Water Quality Control Boards, scientific/academia, private/non-profit.

References:

Renewed Measure M Transportation Investment Plan
Orange County Local Transportation Authority Ordinance No. 3

Proposed Measure M Expenditure Plan Amendments

Orange Freeway (SR 57) from the Los Angeles County Line to Interstate 5

Description:

The 20-Year Master Plan for Transportation Improvements calls for the addition of one carpool lane in each direction to the Orange Freeway for its entire length within Orange County. This covers a distance of about 12 miles. In addition, soundwalls and other environmental amenities will be added. In 1988, this freeway carried over 210,000 vehicles per day and forecasts estimate this demand to grow to over 280,000 daily. Los Angeles County plans for additional lanes that extend the improvements north to Route 60 in Diamond Bar.

The 2007 Renewed Measure M Transportation Investment Plan lists additional improvements for this corridor under "Project G – Orange Freeway Improvements." Use of available Measure M funds will enable Orange County to leverage state funds and deliver the improvements earlier.

Costs:

The 1988 capital cost estimate for this improvement is \$22 million. The cost of pre-construction work on early-action Renewed Measure M improvements on the Orange Freeway is \$16 million (in 1988 dollars).

Implementation:

The current schedule slates the Orange Freeway improvements for the first five-year period of the plan. Design of the early-action Orange Freeway improvements will begin in 2007 and construction is scheduled to begin in 2010.

References:

1. Renewed Measure M Transportation Investment Plan, July 2006.
2. Renewed Measure M Early Action Plan, Draft Report, Orange County Transportation Authority, July 16, 2007.

Garden Grove Freeway (State Route 22) from State Route 55 to Interstate 605 including West County Connection improvements

Description:

State Route 22 is the last major freeway in Orange County slated for Measure M-funded improvements. In 2000, over 174,000 vehicles a day traveled on this freeway and forecasts show demand increasing to over 212,000 daily. At the west end, SR-22 connects with Interstate 405 and Interstate 605 – “West County Connection.” This freeway segment carries over 430,000 cars today and future demand is projected to reach 526,000. Plans call for the addition of carpool lanes in each direction along with auxiliary lanes, freeway-to-freeway carpool connectors, interchange improvements, and environmental mitigation.

Costs:

The Measure M contribution for this project shall not exceed \$ 303 million in 1988 dollars. These funds will leverage existing Federal, State, and Local sources that are providing over \$235 million for improvements. In 2007, an additional \$400 million of new state and federal funds were made available to the West County Connection.

Implementation:

Design of the project will begin immediately. Construction is targeted to begin by 2004. Sales Tax revenues would be used to augment funding from other sources. Design of the West County Connection improvements will begin in 2007 and construction is scheduled to begin on 2009.

References:

State Route 22/West County Connection Project Report, Caltrans, March 2003.



BOARD COMMITTEE TRANSMITTAL

August 13, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Budget Amendment

Transportation 2020 Committee

July 16, 2007

Present: Directors Amante, Brown, Campbell, Cavecche, Dixon, and Pringle
Absent: Director Buffa

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (reflects change from staff recommendations)

- A. Amend the Orange County Transportation Authority Fiscal Year 2007-08 Salaries and Benefits Budget by \$1,124,082, and the Orange County Transportation Authority staffing plan to 1,972 positions to accommodate the addition of 11 new staff positions to support various programs and projects related to the Renewed Measure M Early Action Plan.
- B. Amend the Orange County Transportation Authority Fiscal Year 2007-08 Services and Supplies Budget by \$12,678,500, to accommodate the initial resource needs to support various programs and projects related to the Renewed Measure M Early Action Plan.
- C. Amend the Orange County Transportation Authority Fiscal Year 2007-08 Capital and Fixed Assets Budget by \$6,350,000, to begin construction and right-of-way activities for 53 grade crossings (Project R – High Frequency Metrolink Service) and improvements on the Orange Freeway (State Route 57) (Project G).



Committee Discussion

Director Campbell questioned the justification for additional transit staff for M2 and requested additional information regarding current transit staffing and a projection of staffing requirements throughout the transition of the transit program from M1 to M2.

Director Campbell requested that Recommendation B be modified to add another \$800,000 to the Orange County Transportation Authority Fiscal Year 2007-08 Services and Supplies Budget, bringing the requested increase in Services and Supplies to \$12,678,500 and the total overall budget amendment to \$20,152,582.

Directors Pringle and Campbell requested that a summary be provided of the sources of revenue for the budget amendment (Transmittal Attachment A).

Renewed Measure M Budget Amendment - Source of Funds

Project	Description	OCUTT	M1	SR-91	Federal
C.	I-5 - South of the El Toro "Y"	\$ 1,600,000			
G.	SR-57		1,127,000		
H.	SR-91 - I-5 to SR-57	100,000			
I.	SR-91 - SR-57 to SR-55	800,000			
J.	SR-91 - SR-55 to County Line			826,500	
K.	I-405 - I-605 to SR-55	3,536,000			2,500,000
O.	Regional Capacity Program	75,000			
P.	Signal Synchronization Program		180,503		
Q.	Local Fair Share Program	65,000	55,000		
R.	High Frequency Metrolink Service	195,091	6,549,000		560,000
S.	Transit Extensions to Metrolink		264,734		
T.	Regional Gateways	468,000			
V.	Community Based Transit / Circulators	78,000			
X.	Clean Highway and Street Runoff	203,734			
	Oversight and Annual Audits	839,273	129,748		
		\$ 7,960,098	\$ 8,305,985	\$ 826,500	\$ 3,060,000
Total		\$ 20,152,582			





July 16, 2007

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Renewed Measure M Budget Amendment

Overview

Staff proposes a budget amendment to update the Orange County Transportation Authority Fiscal Year 2007-08 Budget. The amendment allows the budget to accommodate the staffing and resource needs to begin implementation of the Renewed Measure M Early Action Plan. The proposed amendment increases the budget by \$19,352,582, and adds 11 new positions to the Orange County Transportation Authority staffing plan.

Recommendations

- A. Amend the Orange County Transportation Authority Fiscal Year 2007-08 Salaries and Benefits Budget by \$1,124,082, and the Orange County Transportation Authority staffing plan to 1,972 positions to accommodate the addition of 11 new staff positions to support various programs and projects related to the Renewed Measure M Early Action Plan.
- B. Amend the Orange County Transportation Authority Fiscal Year 2007-08 Services and Supplies Budget by \$11,878,500, to accommodate the initial resource needs to support various programs and projects related to the Renewed Measure M Early Action Plan.
- C. Amend the Orange County Transportation Authority Fiscal Year 2007-08 Capital and Fixed Assets Budget by \$6,350,000, to begin construction and right-of-way activities for 53 Grade Crossings (Project R – High Frequency Metrolink Service) and improvements on the Orange Freeway (State Route 57) (Project G).

Background

On June 11, 2007, the Board of Directors (Board) approved the fiscal year (FY) 2007-08 budget. At that time and throughout the budget development process, staff informed the Board that budget requests related to the Renewed Measure M Early Action Plan would be deferred pending direction from the Transportation 2020 Committee and the Board regarding priority and timing of the various projects. Staff reported that an amendment to the budget would be forthcoming in the first quarter of the fiscal year related to the Renewed Measure M Early Action Plan.

Discussion

The Renewed Measure M Ordinance is specific regarding the amount of revenues dedicated to each project. There are 14 freeway projects (including the Freeway Service Patrol program), three streets and roads programs, six transit programs, an environmental cleanup program, and a 1 percent allocation for taxpayer safeguards and administration. In general, the Orange County Transportation Authority (OCTA) will request in-house staff to oversee ongoing programs and provide general support for the life of the Measure and will utilize the private sector for specific expertise and to deliver projects that have a limited duration.

Freeway Projects

Freeway improvement projects go through several phases. The first phase requires a report on the feasibility of the proposed improvements, commonly referred to as a Project Study Report (PSR). This study typically produces several options to deliver the project and defines the project's scope, cost, and schedule. The second step, Project Approval/Environmental Document (PA/ED), provides the preliminary design and required environmental clearance to move forward with the project. The third step is the preparation of detailed Plans, Specifications, and Estimate (PS&E). In this stage, the final design of the project is done and any required right-of-way is acquired. The final step includes the construction of the improvements.

The following describes the various freeway projects that will be underway this fiscal year. Corresponding budget authorization is requested based on the phase of the individual project.

Project C – San Diego Freeway (Interstate 5) Improvements South of the El Toro “Y”

Budget authorization is sought to begin the first phase of this project, developing a PSR. The anticipated cost of this effort is \$1,600,000 and is expected to be fully encumbered in FY 2007-08.

Project G – Orange Freeway (State Route 57) Improvements

Budget authorization for the PS&E (\$12,240,000), for improvements from Orangethorpe Avenue to Lambert Road, was included in the FY 2007-08 budget since this work qualifies for Corridor Mobility Investment Account (CMIA) funding. Budget authorization of \$350,000 of capital right-of-way acquisition and \$50,000 of right-of-way support services is requested at this time to accommodate the cash needs for the balance of the fiscal year. Also, approximately \$60,000 per month in project management consultant services, starting in September, will be needed. Project management support services have been utilized since the early part of the Measure M (M1) freeway program as an augmentation of in-house staff. These support services provide full-time personnel and task order based technical assistance. The level of effort from the consultant varies depending on the number of projects underway at a given time. This delivery model is consistent with the successful M1 program. Additionally, \$127,000 is being requested for a public awareness campaign and outreach support.

57 Northbound Orangethorpe Avenue to Lambert Road	Total Cost	Current Amount in 08 Budget	Amount Needed in 08 Budget	Budget Amendment Amount
Plans, Specifications & Estimates	\$ 12,240,000	\$ 12,240,000	\$ 12,240,000	\$ -
Right-of-Way Support Services	200,000	-	50,000	50,000
Right-of-Way Acquisition	1,350,000	-	350,000	350,000
Consultant Services	N/A	-	600,000	600,000
Public Awareness Campaign	125,000	-	125,000	125,000
Outreach Support	N/A	-	2,000	2,000
Total for Project G				\$ 1,127,000

Project H – Riverside Freeway (State Route 91) Improvements from the Interstate 5 (I-5) to the State Route 57 (SR-57)

This project is currently in the PA/ED phase and \$100,000 is needed to continue the project management consulting work through the balance of the fiscal year.

Project J – State Route 91 (SR-91) Improvements from State Route 55 (SR-55) to the Orange/ Riverside County Line

Current plans call for this project to be developed in two phases, from the SR-55 to Foothill Transportation Corridor (State Route 241), and from State Route 241 (SR-241) to the county line and to begin the PA/ED phase this fiscal year. The estimate for PA/ED for the segment from the SR-55 to SR-241 is \$4,763,000; however, this will be funded through the State Transportation Improvement Program (STIP) and will be a direct draw from California Department of Transportation (Caltrans) so it will not flow through OCTA's books. The other segment, from the SR-241 to the county line, is estimated at \$4,800,000. Budget authorization of \$600,000 is requested to accommodate the cash needs for this contract from January through the balance of the fiscal year. Additionally, \$226,500 is requested to initiate a public awareness campaign and for supporting outreach services.

State Route 91 - State Route 241 to County Line	Total Cost	Current Amount in 08 Budget	Amount Needed in 08 Budget	Budget Amendment Amount
Project Approval/Environmental Document	\$ 4,800,000	\$ -	\$ 600,000	\$ 600,000
Public Awareness Campaign	925,000	-	175,000	175,000
Outreach Support	N/A	-	51,500	51,500
Total for Project J				\$ 826,500

Project K – San Diego Freeway (Interstate 405) Improvements between the San Gabriel Freeway (Interstate 605) in the Los Alamitos area and the SR-55

This project will begin the PA/ED phase this fiscal year. It is anticipated that the total cost of this phase, \$5,587,000, will be encumbered when the contract is executed so budget authorization for the full amount is requested. In addition, \$100,000 is requested for consultant support, \$300,000 for the public awareness campaign, and \$49,000 for outreach support.

Streets and Roads Projects

Project O - Regional Capacity Program

Delivery of M1 included a mix of in-house staff and consultant services to manage the Combined Transportation Funding Program (CTFP). As a result, no new staff resources are needed to continue this program. However, budget

authorization of \$75,000 is requested for a consultant to update the guidelines and project selection criteria for the new Regional Capacity Program.

Project P – Regional Traffic Signal Synchronization Program

As signal synchronization efforts continue as part of the M1 program, budget authorization is requested to leverage Renewed Measure M (M2) dollars to accelerate the process. The FY 2007-08 budget already allocates M1 resources to develop a Traffic Signal Synchronization Master Plan (Master Plan). Budget authorization of \$135,503 (see fiscal impact section below) is requested to hire a senior traffic engineer to oversee this countywide effort. This position would work with all 34 cities, the County of Orange, and Caltrans to ensure the program is successful. It is anticipated that once the Master Plan is completed, an additional position will be needed in FY 2008-09 to support the program.

Project Q – Local Fair Share Program

Similar to the Regional Capacity Program, OCTA has used a mix of in-house staff and consultant services to deliver the annual turnback program for the cities and the County of Orange to maintain their aging streets and roads as part of the M1 program. Budget authorization of \$65,000 is requested for a consultant to update the eligibility process for the Local Fair Share Program and \$55,000, is requested to deploy a new Pavement Management Program throughout the County.

Transit Projects

Project R – High Frequency Metrolink Service

Increasing rail services within the County requires significant capital improvements. Initially, 53 individual grade crossing improvement projects, with an estimated combined value of \$60 million have been identified. Budget authorization of \$6 million is requested to accommodate the capital requirements of this program. Also, \$260,000 is requested for consultant services to oversee the quiet zone and grade crossing program and \$700,000 is required to develop PSRs for grade separation projects. To oversee the entire effort, an in-house project manager is requested to manage the quiet zone and grade crossing program, manage the grade separation PSRs, develop cooperative agreements with the cities and Southern California Regional Rail Authority (SCRRA), and approve scope and funding plans, invoices, schedules, and project budgets. Additionally, \$149,000 is requested

to initiate a public awareness campaign and for supporting marketing and outreach services.

As the rail system in Orange County matures, a more intense focus on analyzing ridership trends by day, time, and station becomes necessary. Also, coordination of train schedules with OCTA fixed route and station link buses, Amtrak, and Coaster becomes increasingly complex. Currently, OCTA largely relies on SCRRA to provide this type of work. Ultimately, train service in Orange County is the responsibility of OCTA. As a result, budget authorization for a new senior transportation analyst is requested to provide independent analysis of train operations and lead the coordination efforts with other modes of transportation.

		Current Amount in 08 Budget	Amount Needed in 08 Budget	Budget Amendment Amount
High Frequency Metrolink	Total Cost			
Project Manager	N/A	-	\$ 108,734	\$ 108,734
Senior Transportation Analyst	N/A	-	86,357	86,357
Capital for 53 Grade Crossings	60,000,000	-	6,000,000	6,000,000
Consultant Services	1,560,000	-	260,000	260,000
Grade Separation Project Study Reports	1,750,000	-	700,000	700,000
Public Awareness Campaign	210,000	-	100,000	100,000
Marketing/Outreach Support	N/A	-	49,000	49,000
Total for Project R				\$ 7,304,091

Project S – Transit Extensions to Metrolink

It is envisioned that this program would be setup similarly to the current CTFP program in that local jurisdictions would compete for these funds based on well-defined and well-known criteria. Since this is a new program, consultant services of \$156,000 are requested to develop the program guidelines and evaluation criteria. A project manager position is requested to oversee the program and be the primary contact for cities that are considering the development of an application for funding under this competitive program. This position would also ensure that all program guidelines are consistent with Federal Transit Administration (FTA) program guidelines for New Starts and Small Starts so that projects are eligible for federal funds. This position would also support the work proposed under Project T.

Project T – Convert Metrolink Stations to Regional Gateways

Consultant services of \$468,000 are requested to develop program guidelines and evaluation criteria for the Gateways program and provide project

management support for the Anaheim Regional Transportation Intermodal Center (ARTIC) project. In-house support would be provided by the new position proposed under Project S.

Project V – Community Based Transit/Circulators

Consultant services of \$78,000 are requested to develop program guidelines and evaluation criteria for the community based transit program.

Environmental Cleanup

Project X – Environmental Cleanup

Consultant services of \$95,000 are requested to define the process and criteria for a competitive water quality program. In addition, a project manager position is requested to oversee the program. This new position would have specific environmental expertise and would also support the \$243.5 million environmental mitigation plan under the freeway program.

Oversight and Annual Audits

In order to effectively deliver all of the elements of the Early Action Plan, some support functions need to be strengthened. Initiation of all of these programs and projects will place an extraordinary burden on the Contracts Administration and Materials Management (Camm) Department, which will be asked to process dozens of new and complex procurements for the foreseeable future. A recent consultant study found that, at minimum, three new positions should be requested to accommodate the workload anticipated as a result of the Early Action Plan, two senior contract administrators and a director of Camm. Currently, the highest level position in Camm is a department manager. The recent consultant study found that the department manager was too heavily involved in the day-to-day procurement activities and could not dedicate the time necessary to lead the function. The director position aims to solve these issues and puts the leader of the function on par with other positions in the OCTA. The consultant study also found that if Camm were to undertake more contract management activity, then more positions would likely be needed. This issue will be addressed in the upcoming organizational review, at which time more positions will be requested, if deemed appropriate.

Late last year, the Board approved a new position titled, director of transit project delivery, to oversee the development of the transit projects approved as part of M2. While three project-specific positions are proposed as described above, two general support positions are requested to staff this new division as well. A principal transportation analyst is requested to track all transit program

expenditures and coordinate and manage cooperative agreements with external agencies such as SCRRA, cities, Caltrans, Burlington Northern Santa Fe, Amtrak, and Coaster. This position would also coordinate with internal and external staff to ensure consistency among the OCTA budget, Comprehensive Business Plan (CBP), Long-Range Transportation Plan, Regional Transportation Plan, and the Measure M Ordinance. Additionally, an office specialist position is requested to provide general office and administrative support to the entire Transit Project Delivery Division.

The External Affairs Division is charged with ensuring that the public is properly informed of ongoing OCTA projects. One of the best ways to communicate with the public is through the OCTA website. As part of Renewed Measure M, the OCTA plans to significantly upgrade the website to provide greater transparency for the public and use it as a primary communications tool. A new senior web developer position would work with the Board and staff to create meaningful and accessible online information for cities and the public regarding the progress of projects and programs under Measure M. This new position would be complemented with \$150,000 in consultant services to help with graphics, database creation, document control systems, and new user interactivity processes. Additionally, \$68,000 is requested to provide professional services related to marketing and outreach required for various project elements.

To accommodate 11 new staff positions, OCTA will need to buy some new office furniture, computers, and necessary software and construct or redesign a handful of offices and cubicles. Budget authorization of \$100,000 is requested for these purposes.

Lastly, as work related to M2 commences, a comprehensive review of internal processes related expenditure tracking and reporting and audit plans will need to be reviewed and adjusted appropriately. Budget authorization of \$75,000 is requested to have a consultant set up an inventory of administrative tasks that need to occur for implementation of M2.

Fiscal Impact

Eleven new positions are requested as part of this budget amendment. Salaries are assumed at the midpoint of the salary range as articulated in the FY 2007-08 Personnel and Salary Resolution and the start dates are assumed to be October 1, 2007. The cost of these positions is summarized on the next page:

Approved Staffing Plan		1,961					
Position		Salary Grade	Annual Salary	Annual Benefits	Annual Total	FY 2007-08 Impact	
Senior Traffic Engineer	1	V	\$ 117,395	\$ 63,276	\$ 180,671	\$	135,503
Project Manager	3	T	94,203	50,775	434,935		326,201
Senior Transportation Analyst	1	R	74,817	40,326	115,143		86,357
Director, CAMM	1	X	150,000	80,850	230,850		173,138
Senior Contract Administrator	2	R	74,817	40,326	230,287		172,715
Principal Transportation Analyst	1	S	83,970	45,260	129,230		96,922
Senior Web Developer	1	R	74,817	40,326	115,143		86,358
Office Specialist	1	H	40,622	21,895	62,517		46,888
Total		1,972			\$ 1,498,776	\$	1,124,081

The OCTA's Services and Supplies Budget will increase by \$11,878,500 and the Capital and Fixed Asset Budget will increase by \$6,350,000 to accommodate the initial resource needs to support various programs and projects related to the Renewed Measure M Early Action Plan.

There will be various funding sources for the items identified in the amendment as outlined on Attachment A. In general, M1 funds, Commuter and Urban Rail Endowment Funds, CMIA funds, or federal funds will be used where appropriate before M2 funds are utilized. A plan of finance authorized in a separate report on the final Renewed Measure M Early Action Plan will detail any financing needed to meet cash flow needs for FY 2007-08 through FY 2011-12. Staff positions will be charged to projects where possible but general activities will be subject to the annual cost allocation process at fiscal year end.

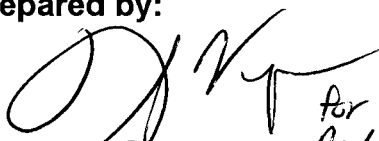
Summary

Staff recommends a budget amendment of \$19,352,582 to implement the Renewed Measure M Early Action Plan.

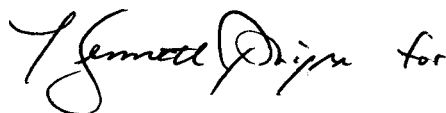
Attachment

A. Measure M 2 Line Items by Project.

Prepared by:


for
Andrew Ottelie
Andrew J. Ottelie
Manager,
Financial Planning and Analysis
(714) 560-5649

Approved by:


for
James S. Kenan
Executive Director, Finance,
Administration and Human Resources
(714) 560-5678

Measure M 2 Line Items by Project

Expenses by Major Object	A. Santa Ana Freeway (I-5) Improvements between Costa Mesa Freeway (SR-55) and "Orange Crush" area (SR-57)	Amount	Requestor
Expenses by Major Object	B. Santa Ana Freeway (I-5) Improvements from the Costa Mesa Freeway (SR-55) to El Toro "Y" Area	Amount	Requestor
Expenses by Major Object	C. San Diego Freeway (I-5) Improvements South of the El Toro "Y"	Amount	Requestor
Services & Supplies	Freeway Scoping Project	1,600,000	Kia Mortazavi
SubTotal		1,600,000	
Expenses by Major Object	D. Santa Ana Freeway / San Diego Freeway (I-5) Local Interchange Upgrades	Amount	Requestor
Expenses by Major Object	E. Garden Grove Freeway (SR-22) Access Improvements	Amount	Requestor
Expenses by Major Object	F. Costa Mesa Freeway (SR-55) Improvements	Amount	Requestor
Expenses by Major Object	G. Orange Freeway (SR-57) Improvements	Amount	Requestor
Services & Supplies	ROW Support Services	50,000	Kia Mortazavi
Capital	ROW Acquisition and Utility Relocation	350,000	Kia Mortazavi
Services & Supplies	Consultant Support	600,000	Kia Mortazavi
Services & Supplies	Public Awareness Campaign	125,000	Ellen Burton
Services & Supplies	Marketing/Outreach Support Services	2,000	Ellen Burton
SubTotal		1,127,000	
Expenses by Major Object	H. Riverside Freeway (SR-91) Improvements from the Santa Ana Freeway (I-5) to the Orange Freeway (SR-57)	Amount	Requestor
Services & Supplies	Consultant Support	100,000	Kia Mortazavi
SubTotal		100,000	
Expenses by Major Object	I. Riverside Freeway (SR-91) Improvements from Orange Freeway (SR-57) to the Costa Mesa Freeway (SR-55) Interchange Area	Amount	Requestor
Expenses by Major Object	J. Riverside Freeway (SR-91) Improvements from Costa Mesa Freeway (SR-55) to the Orange / Riverside County Line	Amount	Requestor
Services & Supplies	Project Approval/Environmental Document	600,000	Kia Mortazavi
Services & Supplies	Public Awareness Campaign	175,000	Ellen Burton
Services & Supplies	Marketing/Outreach Support Services	51,500	Ellen Burton
SubTotal		826,500	
Expenses by Major Object	K. San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)	Amount	Requestor
Services & Supplies	Project Approval/Environmental Document	5,587,000	Kia Mortazavi
Services & Supplies	Consultant Support	300,000	Kia Mortazavi
Services & Supplies	Public Awareness Campaign	100,000	Ellen Burton
Services & Supplies	Marketing/Outreach Support Services	49,000	Ellen Burton
SubTotal		6,036,000	
Expenses by Major Object	L. San Diego Freeway (I-405) Improvements between Costa Mesa Freeway (SR-55) and Santa Ana Freeway (I-5)	Amount	Requestor

Measure M 2 Line Items by Project

Expenses by Major Object	M. I-605 Freeway Access Improvements	Amount	Requestor
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Expenses by Major Object	O. Regional Capacity Program	Amount	Requestor
Services & Supplies	Consultant - Update guidelines for Regional Capacity Program	75,000	Kia Mortazavi
SubTotal		75,000	

Expenses by Major Object	P. Regional Traffic Signal Synchronization Program	Amount	Requestor
Services & Supplies	Consultant - Develop Policies and Procedures for Traffic Forums	45,000	Kia Mortazavi
Salaries & Benefits	Senior Traffic Engineer (Salary Grade V)	135,503	Kia Mortazavi
SubTotal		180,503	

Expenses by Major Object	Q. Local Fair Share Program	Amount	Requestor
Services & Supplies	Consultant - Update Eligibility Process	65,000	Kia Mortazavi
Services & Supplies	Software - Pavement Management	55,000	Kia Mortazavi
SubTotal		120,000	

Expenses by Major Object	R. High Frequency Metrolink Service	Amount	Requestor
Salaries & Benefits	Project Manager, Development (Salary Grade T)	108,734	Kia Mortazavi
Salaries & Benefits	Senior Transportation Analyst (Salary Grade R)	86,357	Kia Mortazavi
Capital	Capital for 53 Grade Crossings	6,000,000	Kia Mortazavi
Services & Supplies	Consultant - Manage Quiet Zone and Grade Crossing Program	260,000	Kia Mortazavi
Services & Supplies	Grade Separation PSR	700,000	Kia Mortazavi
Services & Supplies	Marketing/Outreach Support Services	49,000	Ellen Burton
Services & Supplies	Public Awareness Campaigns	100,000	Ellen Burton
SubTotal		7,304,091	

Expenses by Major Object	S. Transit Extensions to Metrolink	Amount	Requestor
Salaries & Benefits	Project Manager, Development (Salary Grade T)	108,734	Kia Mortazavi
Services & Supplies	Consultant - Develop Program Guidelines, Eligibility Review	156,000	Kia Mortazavi
SubTotal		264,734	

Expenses by Major Object	T. Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High Speed Rail Systems	Amount	Requestor
Services & Supplies	Consultant - Develop Program Guidelines, Eligibility Review	468,000	Kia Mortazavi
SubTotal		468,000	

Expenses by Major Object	U. Expand Mobility Choices for Seniors and Persons with Disabilities	Amount	Requestor
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Expenses by Major Object	V. Community Based Transit/Circulators	Amount	Requestor
Services & Supplies	Consultant - Develop Program Guidelines and Evaluation Criteria	78,000	Kia Mortazavi
SubTotal		78,000	

Expenses by Major Object	W. Safe Transit Stops	Amount	Requestor
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Expenses by Major Object	X. Cleanup Highway and Street Runoff that Pollutes Beaches	Amount	Requestor
Services & Supplies	Consultant - Develop Criteria for Selection Process	95,000	Kia Mortazavi
Salaries & Benefits	Project Manager, Development (Salary Grade T)	108,734	Kia Mortazavi
SubTotal		203,734	

Measure M 2 Line Items by Project

Expenses by Major Object	Collect Sales Taxes (State charges required by law)	Amount	Requestor
Expenses by Major Object	Oversight and Annual Audits	Amount	Requestor
Salaries & Benefits	Director, Contracts Administration and Materials Management	173,138	Jim Kenan
Salaries & Benefits	Senior Procurement Administrator (2) (Salary Grade R)	172,714	Jim Kenan
Salaries & Benefits	Principal Transportation Analyst (Salary Grade S)	96,923	Kia Mortazavi
Salaries & Benefits	Office Specialist (Salary Grade H)	46,888	Kia Mortazavi
Services & Supplies	M2 Delivery and Setup	75,000	Monte Ward
Salaries & Benefits	Senior Web Developer (Salary Grade R)	86,357	Ellen Burton
Services & Supplies	Furniture, Computers, Software and Office Construction	100,000	Jim Kenan
Services & Supplies	Other Professional Services	68,000	Ellen Burton
Services & Supplies	Website Development/Maintenance	150,000	Ellen Burton
SubTotal		969,020	
Salaries & Benefits		1,124,082	
Services & Supplies		11,878,500	
Capital		6,350,000	
Total		<u>19,352,582</u>	

Measure M2 Early Action Plan Update
July 26, 2010



BOARD COMMITTEE TRANSMITTAL

July 26, 2010

To: Members of the Board of Directors
Wk
From: Wendy Knowles, Clerk of the Board
Subject: Measure M2 Early Action Plan Update

Transportation 2020 Committee Meeting of July 19, 2010

Present: Directors Amante, Buffa, Campbell, Cavecche, and Pringle
Absent: Directors Brown, Dixon, and Pulido

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Direct staff to initiate design work for the San Diego Freeway (Interstate 5) project, from Avenida Pico to Pacific Coast Highway.
- B. Add the Costa Mesa Freeway (State Route 55) project, from the San Diego Freeway (Interstate 405) to the Santa Ana Freeway (Interstate 5), to the Early Action Plan and initiate an environmental document for the project.
- C. *Add the San Diego Freeway* (Interstate 5) project, from the San Joaquin Transportation Corridor (State Route 73) to the vicinity of the El Toro Y, to the Early Action Plan and initiate an environmental document for the project.
- D. Add the Santa Ana Freeway (Interstate 5) project, from the Costa Mesa Freeway (State Route 55) to the Orange Freeway (State Route 57), to the Early Action Plan and initiate an environmental document for the project.



- E. Add the Riverside Freeway (State Route 91) westbound project, from the Costa Mesa Freeway (State Route 55) to Tustin Avenue, to the Early Action Plan for construction.
- F. Amend the fiscal year 2010-11 budget, Account 0017-7519, to include \$35 million of Measure M2 funding for professional services to support projects being added to the Early Action Plan.
- G. Add the Orangethorpe Corridor and Sand Canyon Avenue grade separation projects to the Early Action Plan.
- H. Direct staff to return by October 20, 2010, to the Finance and Administration Committee with state, federal, and local funding assumptions necessary to implement the revised Early Action Plan projects.
- I. Direct staff to broaden the range of projects included in future Early Action Plan updates and return to the Board of Directors with a listing of projects to be included and a format to be used for regular progress reports.

Note: A correction was made in the title of Attachment A, Page 3, of the staff report. The original title read "Measure M2 Work Program Summary (With Projected Construction Start Dates)" and should read "Measure M2 Work Program Summary." See Revised Attachment A, Page 3.

Measure M2 Early Action Plan Update

July 2010

REVISED
Attachment A, Page 3

Measure M2 Work Program Summary

Freeway	Advertise for Construction	(\$ x millions)
Riverside Freeway (State Route 91), Foothill Transportation Corridor (State Route 241) to Corona Expressway (State Route 71)	June 2009	65
San Diego Freeway (Interstate 405)/Garden Grove Freeway (State Route 22) WCC	February 2010	131
Interstate 405 (I-405)/San Gabriel Freeway (Interstate 605) WCC*	May 2010	177
Orange Freeway (State Route 57), Orangethorpe Avenue to Yorba Linda Boulevard	May 2010	76
State Route 57 (SR-57), Yorba Linda Boulevard to Lambert Road	May 2010	79
State Route 91 (SR-91), Costa Mesa Freeway (State Route 55) to State Route 241 (SR-241)	June 2011	128
SR-91, SR-241 to County Line (EIR completion date)	May 2011	100
SR-57, Katella Avenue to Lincoln Avenue	May 2011	54
San Diego Freeway (Interstate 5), Ortega Highway (State Route 73) Interchange	June 2012	78
SR-91, Interstate 5 to SR-57	August 2012	78
SR-91, Tustin Avenue/SR-55	February 2013	91
Interstate 5, Avenida Pico to Pacific Coast Highway	August 2015	249
I-405, SR-55 to Interstate 605** (EIR completion date)	March 2013	2,200
Sub-Total		3,506

Streets/Grade Separations		
Signal Synchronization Program	July 2009	8
Placentia Avenue Undercrossing	August 2010	78
Kraemer Boulevard Undercrossing	September 2010	70
Lakeview Avenue Overcrossing	January 2011	70
Orangethorpe Avenue Overcrossing	May 2012	117
Tustin Avenue/Rose Drive Overcrossing	May 2012	103
State College Boulevard Undercrossing	November 2012	74
Raymond Avenue Undercrossing	November 2012	77
Sub-Total		597

Rail		
Metrolink Service Expansion Capital Projects	Underway	95
Metrolink Service Expansion Rolling Stock	Underway	144
Grade Crossing Safety Program	Underway	86
Fullerton Parking	2010	42
Tustin Avenue Parking	June 2010	18
Sand Canyon Avenue Undercrossing	January 2011	56
Anaheim Regional Transportation Intermodal Center	2011	179
Orange Station Parking	June 2013	24
Sub-Total		644

Total	4,747
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WCC – West County Connector

EIR – Environmental impact report

* WCC Project funded with state and federal funds with partial contribution from Measure M

** I-405 figure project alternatives cost are in the range of \$1.7 billion to \$2.2 billion

Measure M2 Early Action Plan Update

Staff Report



July 19, 2010

To: Transportation 2020 Committee
From: Will Kempton, Chief Executive Officer
Subject: Measure M2 Early Action Plan Update

Overview

The Measure M2 Early Action Plan was originally approved by the Board of Directors on August 13, 2007, to jump start projects prior to the sales tax collection beginning in April 2011. The Orange County Transportation Authority is more than halfway through the implementation of this five-year plan. Substantial progress has been made in implementing the plan, and new projects are recommended to be added to prepare for future funding opportunities. A status of each of the Early Action Plan objectives is presented along with recommended plan changes.

Recommendations

- A. Direct staff to initiate design work for the San Diego Freeway (Interstate 5) project, from Avenida Pico to Pacific Coast Highway.
- B. Add the Costa Mesa Freeway (State Route 55) project, from the San Diego Freeway (Interstate 405) to the Santa Ana Freeway (Interstate 5), to the Early Action Plan and initiate an environmental document for the project.
- C. Add the San Diego Freeway (Interstate 5) project, from the San Joaquin Transportation Corridor (State Route 73) to the vicinity of the El Toro Y, to the Early Action Plan and initiate an environmental document for the project.
- D. Add the Santa Ana Freeway (Interstate 5) project, from the Costa Mesa Freeway (State Route 55) to the Orange Freeway (State Route 57), to the Early Action Plan and initiate an environmental document for the project.

- E. Add the Riverside Freeway (State Route 91) westbound project, from the Costa Mesa Freeway (State Route 55) to Tustin Avenue, to the Early Action Plan for construction.
- F. Amend the fiscal year 2010-11 budget, Account 0017-7519, to include \$35 million of Measure M2 funding for professional services to support projects being added to the Early Action Plan.
- G. Add the Orangethorpe Corridor and Sand Canyon Avenue grade separation projects to the Early Action Plan.
- H. Direct staff to return by October 20, 2010, to the Finance and Administration Committee with state, federal, and local funding assumptions necessary to implement the revised Early Action Plan projects.
- I. Direct staff to broaden the range of projects included in future Early Action Plan updates and return to the Board of Directors with a listing of projects to be included and a format to be used for regular progress reports.

Background

On November 7, 2006, Orange County voters approved the renewal of Measure M, the one-half cent sales tax for transportation improvements. On July 16, 2007, the Board of Directors (Board) approved the Measure M2 (M2) Early Action Plan (EAP), which provided a blueprint for making early progress on the M2 Transportation Investment Plan. The horizon of the EAP is fiscal year 2007-08 to 2011-12.

The EAP included nine key objectives and contained certain assumptions regarding sales tax receipts and available funding. The Orange County Transportation Authority (OCTA) is over the halfway point of this five-year plan horizon, and sales tax forecasts for M2 are now projected at 40 percent less than originally anticipated. Despite this major impact to revenue assumptions, OCTA has made significant progress in implementing the plan through aggressively seeking additional grant funding and a competitive construction market. Accordingly, staff is proposing the acceleration of additional M2 projects.

Discussion

The EAP articulated nine key objectives. These objectives were developed with an anticipated long-term revenue stream that was developed using

forecasts provided by three universities (University of California, Los Angeles, California State University, Fullerton, and Chapman University). Despite the economic downturn, delivery of the objectives remains on track. Course corrections in some areas have occurred through EAP updates and Board actions. An updated M2 EAP update is included as Attachment A.

The EAP has proven to be an effective tool in mobilizing the M2 program before the start of the sales tax revenue collection in April 2011. At the same time, the program underscores OCTA's role in aggressively pursuing transportation projects and keeping that process transparent and accountable.

Work is progressing actively on all four major areas of the M2 program. The implementation of M2 freeway and transit projects is underway and preparatory efforts to provide funding for local streets and environmental programs are being completed.

At the present time, OCTA has an M2 capital program involving freeways, grade separations, and transit projects, with a value of approximately \$4.7 billion. This program would not have been possible without the backing of M2 commercial paper funding and successful leveraging of one-time state funding opportunities such as Proposition 1B as part of the EAP. OCTA has also taken a number of steps to ensure M2 implementation efforts are clearly communicated to the public and affected communities to ensure transparency, such as regular quarterly reports and the creation of an M2 website. Building on these successes and to position OCTA to take continued advantage of a competitive construction market, staff recommends several adjustments to expand the scope of the EAP.

First, staff is recommending expediting freeway program delivery. Specifically, staff is recommending to initiate preparation of final design plans for one EAP project, and to initiate the environmental clearance process for three M2 freeway projects listed on the table below.

In addition, staff recommends that several M2 projects be formally added to the EAP to reflect prior Board action on these projects. The projects include the Orangethorpe Corridor and the Sand Canyon Avenue grade separation projects. OCTA has also been successful in securing State Transportation Improvement Program (STIP) funds for the Riverside Freeway (State Route 91) widening project at the Tustin Avenue/Costa Mesa Freeway (State Route 55) area. This project is an element of M2 improvements in the State Route 91 (SR-91) Corridor (Project I) and should be reflected in the EAP.

Freeway	Limits	Next Project Phase	Proposed EAP Funding (in millions)	Estimated Project Budget (in millions)
San Diego Freeway (Interstate 5)	San Joaquin Transportation Corridor (State Route 73) to San Diego Freeway (Interstate 405)	Environmental	\$13	\$430
Santa Ana Freeway (Interstate 5)	State Route 55 (SR-55) to Orange Freeway (State Route 57)	Environmental	\$2	\$84
SR-55	Interstate 405 (I-405) to Santa Ana Freeway (Interstate 5)	Environmental	\$3*	\$135
San Diego Freeway (Interstate 5)	Avenida Pico to Pacific Coast Highway	Final Design	\$20	\$250
TOTAL			\$ 38*	\$899

* Fiscal year 2010-11 budget includes \$3 million for this effort.

Second, staff is recommending that the scope of the EAP be expanded to include other priority OCTA capital projects. The goal is to build on the success of the EAP approach and apply a similar goal driven approach to other OCTA capital projects. An expanded document is also critical in ensuring coordinated project delivery and decision making with respect to resource management, funding, and procedures.

OCTA is the sponsor for a number of freeway improvements projects that are being funded through the STIP. These projects should be monitored and tracked similar to the M2 projects. The San Diego Freeway (Interstate 5) Oso Parkway interchange project is one example. At the same time, OCTA is advancing a number of transit capital projects such as the Fullerton parking structure that are funded with Measure M or other funds that are critical to the success of the Metrolink Service Expansion Program. OCTA is also the sponsor of rail transit projects that go beyond the M2 rail program to improve rail transit overall. These and other critical capital projects should be captured in a more comprehensive program document.

In addition to expanding the frequency and scope of the updates to the Board, staff is recommending that EAP implications of any changes in the individual projects are highlighted at the time that Board action is being considered for such projects. With Board approval, staff will initiate the process to better define the range of capital projects to be included, as well as the format for the how program status reports will be structured.

Third, staff intends to actively coordinate and integrate the EAP with two key planning documents that are currently under development. The Long-Range Transportation Plan (LRTP) is a vision document that captures the M2 program of projects, other OCTA projects and services, and local land use plans that collectively will form the Sustainable Community Strategy and respond to greenhouse gas reduction statutes. OCTA has also embarked on the preparation of a strategic plan to identify measures for a performance-based management of OCTA activities. The intent of the plan is to improve overall agency performance through a systematic approach to performance assessment and hence, improvement. Given the scope of the OCTA capital activities, it is important that the EAP be a key component in the development of the LRTP and strategic plan.

Next Steps

OCTA is analyzing the latest M2 sales tax revenue forecast, along with federal and state funding opportunities and additional financing options, to develop a plan of finance for the EAP slate of projects. The plan of finance will address the level of funding necessary to support project development costs as well as the capital cost of the construction of the M2 projects and will be presented to the Board by October of 2010. This analysis will also address plans for issuance of calls for projects for arterial capacity projects, regional signal synchronization projects, environmental mitigation property acquisitions, Tier 1 water quality projects, and potentially, preliminary engineering funding for guideway projects.

The development of Measure M projects under the Transit Extensions Program and Community Circulators Program are ongoing. These projects will require external funding to address long-term operations and maintenance funding needs. Funding policies for these projects are under development and will be presented to the Transportation 2020 Committee and the Board in fall of 2010. To be successful, OCTA needs to have a plan to address both the capital and the operating cost of the systems over the long term.

The I-405 widening project, between State Route 73 (SR-73) and the San Gabriel River Freeway (Interstate 605), requires significant external funding to supplement the M2 project funds. An analysis of traffic and revenues for the I-405 express lanes project alternative is planned for Board review in October 2010. OCTA needs to continue active consideration of project funding options concurrent with completion of the environmental work.

Fiscal Impact

Final design for the San Diego Freeway (Interstate 5), Avenida Pico to Pacific Coast Highway, and environmental work for the San Diego Freeway (Interstate 5), SR-73 to I-405, and the Santa Ana Freeway (Interstate 5),

SR-55 to State Route 57 projects, was not included in OCTA's Fiscal Year 2010-11 Budget. A budget amendment, in the amount of \$35 million, to accounts 0017-7519-FC101, 0017-7519-FC102, and 0017-7519-FA101 is required and will be funded through M2.

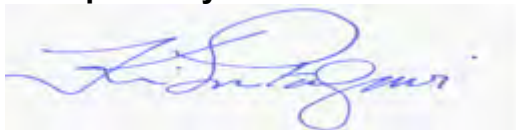
Summary

The Orange County Transportation Authority is implementing the Measure M2 Early Action Plan as approved by the Board of Directors on July 16, 2007. The Orange County Transportation Authority is past the half-way mark on the Early Action Plan time-period and remains on schedule in delivering all elements of the plan as promised. New projects are recommended to be added to the plan, and funding assumptions will be brought to the Board of Directors at a later date.

Attachment

- A. Measure M2 Early Action Plan – July 2010 Update

Prepared by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

Measure M2 Early Action Plan Update

Attachment A



Early Action Plan



ORANGE COUNTY TRANSPORTATION AUTHORITY

**JULY
2010 UPDATE**



Measure M2 Early Action Plan Update

July 2010

On November 7, 2006, Orange County voters, by a vote of almost 70 percent, approved the renewal of the Measure M (M1) one-half cent sales tax for transportation improvements. M1 was originally passed in 1990, with a sunset in 2011. With the approval of Measure M2 (M2), the voters agreed to continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years, to 2041.

After voter approval in 2006, the Orange County Transportation Authority (OCTA) Board of Directors (Board) requested that staff prepare a five-year plan, covering fiscal years 2007-08 to 2011-12, to advance the implementation of M2. A draft plan outlining the projects and programs that could be advanced, along with anticipated schedules and major milestones, was approved by the Board and released in May 2007. Input was actively sought from city officials and key stakeholders, and recommendations on financing and budget needs were added before approval of the final Early Action Plan (EAP) by the Board in August 2007.

The 2010 update to the EAP charts OCTA's progress against the anticipated schedules and major milestones. In addition, new projects are recommended to be added to the EAP to further advance necessary improvements to Orange County's transportation infrastructure.

Measure M2 Early Action Plan Update

July 2010

Measure M2 Work Program Summary (With Projected Construction Start Dates)

Freeway	Advertise for Construction	(\$ x millions)
Riverside Freeway (State Route 91), Foothill Transportation Corridor (State Route 241) to Corona Expressway (State Route 71)	June 2009	65
San Diego Freeway (Interstate 405)/Garden Grove Freeway (State Route 22) WCC	February 2010	131
Interstate 405 (I-405)/San Gabriel Freeway (Interstate 605) WCC*	May 2010	177
Orange Freeway (State Route 57), Orangethorpe Avenue to Yorba Linda Boulevard	May 2010	76
State Route 57 (SR-57), Yorba Linda Boulevard to Lambert Road	May 2010	79
State Route 91 (SR-91), Costa Mesa Freeway (State Route 55) to State Route 241 (SR-241)	June 2011	128
SR-91, SR-241 to County Line (EIR completion date)	May 2011	100
SR-57, Katella Avenue to Lincoln Avenue	May 2011	54
San Diego Freeway (Interstate 5), Ortega Highway (State Route 73) Interchange	June 2012	78
SR-91, Interstate 5 to SR-57	August 2012	78
SR-91, Tustin Avenue/SR-55	February 2013	91
Interstate 5, Avenida Pico to Pacific Coast Highway	August 2015	249
I-405, SR-55 to Interstate 605** (EIR completion date)	March 2013	2,200
Sub-Total		3,506

Streets/Grade Separations		
Signal Synchronization Program	July 2009	8
Placentia Avenue Undercrossing	August 2010	78
Kraemer Boulevard Undercrossing	September 2010	70
Lakeview Avenue Overcrossing	January 2011	70
Orangethorpe Avenue Overcrossing	May 2012	117
Tustin Avenue/Rose Drive Overcrossing	May 2012	103
State College Boulevard Undercrossing	November 2012	74
Raymond Avenue Undercrossing	November 2012	77
Sub-Total		597

Rail		
Metrolink Service Expansion Capital Projects	Underway	95
Metrolink Service Expansion Rolling Stock	Underway	144
Grade Crossing Safety Program	Underway	86
Fullerton Parking	2010	42
Tustin Avenue Parking	June 2010	18
Sand Canyon Avenue Undercrossing	January 2011	56
Anaheim Regional Transportation Intermodal Center	2011	179
Orange Station Parking	June 2013	24
Sub-Total		644

Total	4,747
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WCC – West County Connector

EIR – Environmental impact report

* WCC Project funded with state and federal funds with partial contribution from Measure M

** I-405 figure project alternatives cost are in the range of \$1.7 billion to \$2.2 billion

Measure M2 Early Action Plan Update

July 2010

- *Objective 1: Complete the first major milestone – conceptual engineering – for every freeway project in the plan; ensuring that all projects are eligible for matching funds and ready to enter into environmental review, design, and construction.*

OCTA has completed the conceptual engineering for all EAP projects. All nine of the EAP freeway projects plus an additional project, the West County Connectors (WCC) Project are in the environmental, final design, or construction phases as further described in Objective 2 below. In addition, OCTA and the California Department of Transportation (Caltrans) District 12 completed conceptual engineering on several M2 projects. These projects include improvements on the Costa Mesa Freeway (State Route 55) from the San Diego Freeway (Interstate 405) to the San Diego Freeway (Interstate 5), Interstate 5 (I-5) from the San Joaquin Transportation Corridor (State Route 73) to the El Toro Y area¹, and the I-5 from State Route 55 (SR-55) to the Orange Freeway (State Route 57). Overall, OCTA and Caltrans have made significant progress to date and are on track to complete conceptual engineering work for all M2 projects by 2012.

With completion of conceptual engineering work and continued progress on projects in the environmental and design phase, it is proposed OCTA begin further development of three projects; SR-55 improvements between Interstate 405 (I-405) and the I-5, I-5 improvements between State Route 57 (SR-57) and the SR-55, and I-5 improvements from State Route 73 (SR-73) to the El Toro Y. These projects are recommended to be advanced into the environmental phase.

These projects represent the next potential set of freeway projects based on past investment decisions by the Board, current and future congestion levels, and project readiness. For example, the Riverside Freeway (State Route 91) and SR-57 corridors are among the most congested freeways in Orange County, but upcoming construction projects will help manage this congestion. Conversely, the SR-55 (southbound in the morning) is routinely among the most congested freeways Orange County, and getting improvements ready for future construction should be a top priority for this corridor.

Similarly, the I-5 carpool lanes from the SR-55 to the Garden Grove Freeway (State Route 22)/SR-57 are the most congested high-occupancy vehicle lanes in Orange County, and more capacity is needed in this critical section of the I-5 corridor. I-5 in south Orange County, from SR-73 to the El Toro Y, is expected to experience high traffic growth over the next 20 years based on the recently completed South Orange County Major Investment Study. OCTA has the opportunity to prepare for this growth now and address increasing congestion on this key trade and travel corridor.

¹ Technical work is 100 percent complete. Caltrans is expected to sign the document in June 2010.

Measure M2 Early Action Plan Update

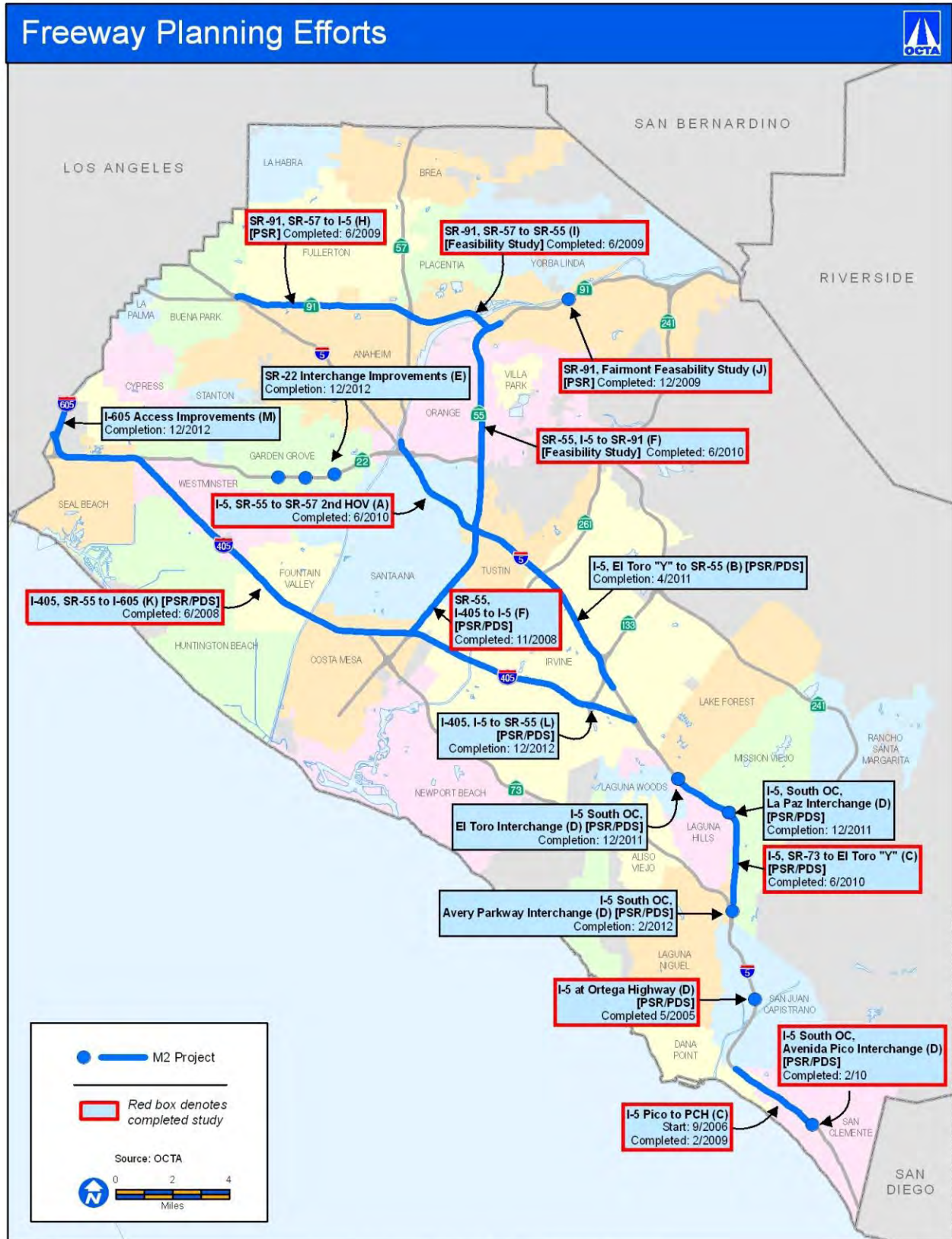
July 2010

Finally, all three projects have completed conceptual engineering and are ready for the next step in project development which is the environmental clearance phase.

Action: Begin work on the environmental documents for the SR-55 project between the I-405 and I-5, I-5 project between the SR-57 and the SR-55, and I-5 improvements between SR-73 and El Toro Y. Assess funding options for the design and construction phases (Estimated overall budget for environmental studies is \$18 million for all three projects).

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May 10, 2010

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Measure M2 Early Action Plan Update

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- Objective 2: Start construction on five major M2 freeway projects on the SR-91, SR-57, and the I-5, valued at \$445 million.

In addition to the conceptual engineering work noted above, nine freeway projects were included in the EAP for implementation. Despite the drop in sales tax revenue, external funding from the State of California (Proposition 1B) and the federal government (American Recovery and Reinvestment Act) has helped to ensure that all six freeway projects specified in the EAP are, or will be, under construction within the five-year window of the EAP. These projects are:

- SR-57 northbound lane – Orangethorpe Avenue to Lambert Road
- SR-57 northbound lane – Katella Avenue to Lincoln Avenue
- State Route 91 (SR-91) eastbound lane – Eastern Transportation Corridor (State Route 241) to the Corona Expressway (State Route 71)
- SR-91 – SR-55 to State Route 241 (SR-241)
- I-5 interchange at Ortega Highway (State Route 74)
- SR-91 – I-5 to SR-57

Three other freeway projects are in the environmental review phase and OCTA needs to develop a funding plan for the construction phase. These projects include:

- I-5 – Pacific Coast Highway (PCH) to Avenida Pico, and the Avenida Pico interchange reconstruction
- SR-91 – SR-241 to the County line
- I-405 – SR-55 to the San Gabriel River Freeway (Interstate 605)

Staff is currently reviewing the latest M2 sales tax forecasts and will be working with the financing underwriting team to develop a plan of finance for the above M2 projects. However, there are unique circumstances that pertain to the above projects that warrant discussion and consideration.

The I-5 project from Avenida Pico to PCH is currently in the environmental phase. To expedite this project, staff is proposing to begin the design work concurrent with processing of the environmental document. The project has made significant progress and the Board recently directed staff to include reconstruction of the Avenida Pico interchange in the project scope. Mobilization of preliminary design work concurrent with processing of the environmental document can save up to one year of time from the project schedule. In addition, staff will develop funding options for the design and construction phases of the I-5 project, Avenida Pico to PCH.

Addition of one lane in each direction on the SR-91, between the SR-241 and the County line, is one of the other EAP projects. Currently, this project is in the environmental review process that is being prepared for the larger Riverside County Transportation Commission (RCTC) SR-91 Corridor Improvement Project (CIP). RCTC expects to have the final environmental

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document for the project in September 2011. The EAP project needs to be coordinated with the RCTC-CIP, as the continuation of the added lanes are within Riverside County.

The I-405 widening between SR-55 and Interstate 605 (I-605) presents OCTA with a significant challenge because the estimated cost of the alternatives (\$1.7 billion to \$2.2 billion) is significantly greater than the approximately \$600 million in M2 revenues that will be available for this projects over the life of M2. OCTA is exploring the possibility of an express-lane project alternative that adds a general-purpose lane as well as an express lane. The express lane, when combined with the existing carpool lane, provides a two-lane express toll facility, similar to the 91 Express Lanes, to generate revenues to offset a portion or the entire funding shortfall. OCTA is continuing to study project alternatives at this time.

OCTA is currently preparing a more detailed traffic and revenue analysis of the express-lane alternative, which is expected to be complete in fall of 2010. Upon completion of this work, staff will present more detailed information on the express-lane concept to the Board. If the OCTA Board approves further development of the express-lane concept, staff can begin work on next steps, such as a public-private partnership approach.

By starting work on the delivery options concurrent with the environmental process, OCTA could save a minimum of one year of time in the delivery of the project. Staff intends to present the Phase II Traffic and Revenue Study for the I-405, SR-55 to the I-605, to the Board in fall 2010.

Staff is also proposing to amend the EAP to add improvements on the SR-91, in the vicinity of the SR-55, to reflect a SR-91 congestion relief project. This project provides additional westbound transition capacity on the SR-91, between the SR-55 and Tustin Avenue. OCTA was able to secure state funding for this project, and the project is expected to be ready for construction in February 2013.

Lastly, OCTA has successfully advanced the development of the WCC projects. The construction contracts for State Route 22/I-405 and the I-405/I-605 connectors have come in at considerable savings due to the competitive bidding market. The WCC projects are not part of the M2 program; however, given the magnitude of the improvements, relation to future I-405 M2 project and congestion relief benefits, the Board has included these projects in the EAP.

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- *Objective 3: Enable Orange County local agencies to meet eligibility requirements for M2 funds, including new pavement management and signal synchronization programs.*

Thirty-two percent of net revenues from M2 are dedicated to maintaining streets, fixing potholes, improving intersections, and widening city streets and County roads. OCTA is currently working to assist each Orange County local agency to ensure they are eligible to receive M2 funds starting in fiscal year 2010-11, which coincides with the start of M2 revenues.

In January 2010, the M2 Local Agency Eligibility Procedures Manual was approved by the Board. This M2 eligibility procedure builds on past M1 requirements with a few enhancements. Two significant changes relate to pavement management and signal synchronization. The pavement management requirements call for use of a common pavement management system to assess street conditions and plan the necessary improvements, as well as be used to track improvements. The specific requirements of this program element were finalized and adopted by the Board in May 2010.

The goal of the signal synchronization program is to develop a countywide approach to signal coordination and ensure continuity of traffic flow across city boundaries. Program development has been underway with input from local agencies and guidance of the Transportation 2020 Committee (T2020). The program guidelines are planned for review and action by the T2020 in July 2010.

Fiscal year 2010-11 spans both the M1 and M2 periods and the programs transition on March 31, 2011. As such, the cities submitted an initial eligibility package for M1 requirements in June 2010, and will provide the supplemental information required by M2 by March 2011.

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- *Objective 4: Award up to \$165 million to cities and the County for signal synchronization and road upgrades.*

In April 2008, \$4 million Proposition 1B funds were awarded to OCTA for signal synchronization projects. These funds, combined with \$4 million of matching funds from M1, provided the necessary resources to synchronize signals along ten significant street corridors over the next three years. These corridors cover nearly 160 miles of roadway and include 533 signalized intersections.

M2 provides grant funding for improvements to the streets that are part of the countywide Master Plan of Arterial Highways (MPAH). The improvements could include intersection and other capacity projects. Guidelines for the M2 – Regional Capacity Program have been developed and were approved by the Board in March 2010. M2 also includes competitive grant funding for regional signal synchronization projects. Guidelines for this program are under development and planned for adoption by the Board in fall 2010.

Lastly, as a precursor to award of M2 grant funding to cities, OCTA is assessing similar grants provided to cities under M1. Currently, approximately \$84 million of M1 allocations to local jurisdictions through the Combined Transportation Funding Program (CTFP) remain unobligated, resulting in a potential fund balance. Staff has been working with local agencies to ensure timely delivery of the M1 CTFP projects and reduce the balance. Staff recommends that evaluation of this balance occur prior to the allocation of competitive streets and roads funds to local jurisdictions under M2. This issue will be presented to the Board in July 2010, as part of the March 2010 semi-annual review process.

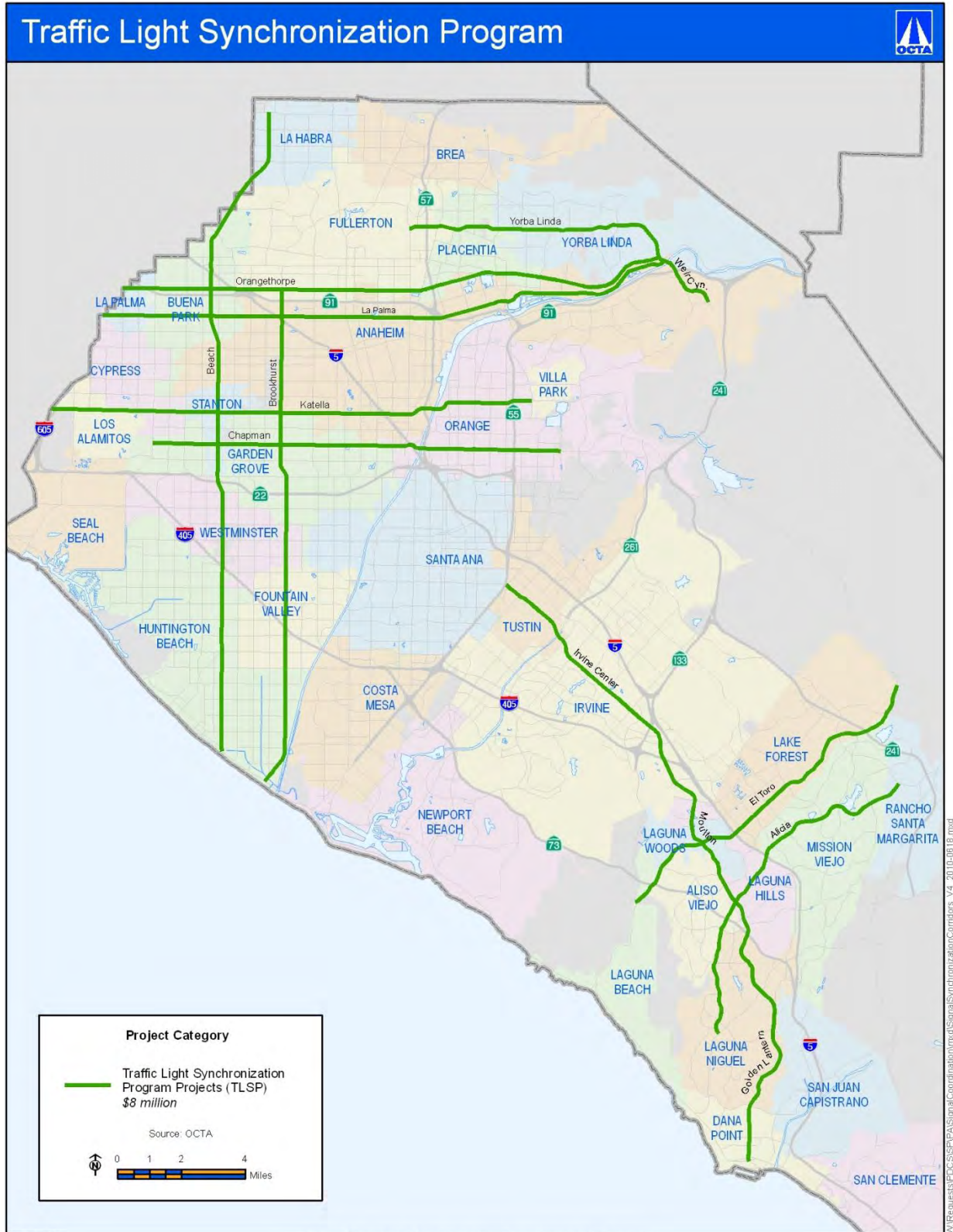
On April 10, 2008, the California Transportation Commission approved programming \$183 million to Orange County under the Trade Corridors Improvement Program for seven railroad grade separation projects in Fullerton and Placentia. This amount is matched with \$74 million of federal funding and \$160 million of local funding. The local funding will come primarily from the Regional Capacity Program within M2, with \$101 million of commercial paper being utilized to advance projects to meet the timelines required under the state program. The Board has directed OCTA to lead the effort for implement five of the seven grade separation projects. The environmental documents for the projects are complete and final design work is progressing. The program cost estimates and funding have been updated to account for latest right-of-way, construction, and railroad cost information. Approval of the program budget is pending Board review on July 26, 2010.

It should be noted that the development and advancement of the grade separation projects is supported through an existing program management consultant contract. The work is consuming contract resources at a faster pace than assumed. Staff is monitoring the contract closely.

Action: Add seven grade separation projects to the EAP to account for Board action to date.

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- *Objective 5: Implement high-frequency Metrolink service within the 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.*

Originally approved in November 2005, the Metrolink Service Expansion Program (MSEP) increases weekday rail service from 44 weekday trains per day to 76 weekday trains per day beginning in fiscal year 2009-10. Accommodating this level of service requires a significant capital investment in new rolling stock, station improvements, and track improvements. With M1 providing the primary source of revenue, the Board has authorized a \$420 million capital investment to provide the necessary improvements to increase service. Although sharp declines in sales tax receipts have reduced the anticipated revenues to fund this program, the infusion of Proposition 1B funds, Proposition 116 funds, and State Transportation Improvement Program funds have kept the MSEP capital program funded.

However, the only ongoing source of funding for Metrolink operations is M2. Due to the projected 40 percent decline in sales tax projections, planned initial service levels were adjusted to match available revenues. The Board approved a revised operating plan in early 2010 for the reduced planned service levels, from 76 weekday trains per day to 56 trains per day, to match projected revenues. The expansion to 76 trains would occur as a later phase at such time as revenues are sufficient to support the higher level of service.

In a related but separate effort, in August 2007, the Board approved an implementation strategy for the grade crossing safety enhancement program and quiet zone improvements at 51 grade crossings in Orange County. In partnership with the Southern California Regional Rail Authority (SCRRA), construction began in August 2009, and is expected to take slightly more than two years to complete.

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 horns.

Construction continues on railroad crossing safety enhancements in Orange and Anaheim. Signal crews are working at night and on 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-striping 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 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 (FRA)

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should the cities choose. A quiet zone is an area along the train tracks where trains are not required to sound horns. Many of the cities have already completed the first step of this process by submitting a Notice of Intent to implement a quiet zone to the FRA, California Public Utilities Commission, and appropriate railroad agencies.

Installation of pedestrian gate foundations, sidewalk improvements, raised medians, handrails, and pedestrian swing gates have been completed for most of the crossings in Orange. 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.

OCTA has also agreed to implement the Sand Canyon Grade Separation Project along the Metrolink corridor in the City of Irvine. This project is funded with a mix of City of Irvine, M1, M2, Proposition 1B, and Proposition 116 funds. The M2 program, which provides funding for more frequent Metrolink service between Fullerton and Laguna Niguel (Project R), also includes provision for grade separations.

Action: Add the Sand Canyon grade separation to the EAP to reflect prior Board action.

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► *Objective 6: Award up to \$200 million in competitive funding for transit projects.*

In April 2009, the Board approved the use of \$82.3 million in M2 Project T funds (Convert Metrolink Stations to Regional Gateways) towards completion of Phase 1 of the Anaheim Regional Transportation Intermodal Center (ARTIC). Phase 1 is the initial phase of the project and consists of the relocation of the existing Anaheim station to the ARTIC site, including the necessary infrastructure improvements to the tracks, platforms, roadway, parking, and utilities to accommodate the new facility. The total Phase 1 project cost is \$178.9 million and is fully funded via Project T funds, combined with a mix of other local, state, and federal funds. An environmental review of the project is currently underway and is estimated to be completed in October 2010, with the station operational in 2013.

Development work is also underway for two fixed-guideway projects, as well as several mixed-flow bus/shuttle projects as part of the Go Local Program. The detailed planning efforts associated with these projects are funded through M1, in preparation for the implementation phase which will be competitively awarded through M2 - Project S (Transit Extensions to Metrolink) and Project V (Community Based Transit). In May 2008, the Board approved \$11.8 million of M1 funds, \$5.9 million for the City of Anaheim and \$5.9 million for the City of Santa Ana (in partnership with the City of Garden Grove), to undergo an alternative analysis and environmental clearance of each city's respective fixed-guideway projects. Both cities are expected to complete these activities in 2011.

The bus/shuttle projects are currently undergoing detailed service planning; however, the Board approved a systemwide bus transit study. This study needs to recognize the Go Local bus/shuttle services. As a result, the schedule for Step Two service planning has been extended through December 2010, to allow coordination with the systemwide study and to ensure there is an adequate evaluation of both regional and community transit needs.

Development of policy guidelines for a call for projects and award of Project S and V funds are underway and will be presented to the Board for consideration by summer 2010. The call for projects itself is anticipated to occur in late 2010, with the initial award of funds occurring in 2011.

Measure M2 Early Action Plan Update

July 2010

- *Objective 7: Complete development work and allocate funds for transit fare discounts and improved services for seniors and persons with disabilities.*

Development work has begun on these transit programs under M2. This development work, including the establishment of a policy framework and funding guidelines, as well as the development and execution of cooperative agreements with participating agencies, is anticipated to be complete prior to the receipt of revenue in April 2011.

Measure M2 Early Action Plan Update

July 2010

- *Objective 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.*

The M2 Freeway Environmental Mitigation Program (Mitigation Program) is designed to streamline the permit process through partnerships with Caltrans, the California Department of Fish and Game, and the United States Fish and Wildlife Service. The Mitigation Program Environmental Oversight Committee (EOC) makes recommendations to the Board on the allocation of environmental freeway mitigation funds and monitors 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. To support the master agreement, a Natural Community Conservation Plan/Habitat Conservation Plan/Master Streambed Alteration Agreement along with a Joint Programmatic Environmental Impact Report/Environmental Impact Statement needs to be prepared. In March 2010, OCTA retained consultant support to prepare these documents.

Concurrent with work on the master agreement, OCTA has been developing the framework for acquisition and restoration of properties. Since winter 2008-09, property owners, local government agencies, and environmental groups have had the opportunity to make presentations to committees 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 Board approved the acquisition property evaluation results and authorized OCTA staff to proceed with the appraisal process with a subset of the acquisition proposals which generally possess higher value biological resources.

Measure M2 Early Action Plan Update

July 2010

- *Objective 9: Complete program development for road runoff/water quality improvements. Begin allocation of funds to water quality projects.*

Development of program guidelines for the water quality program is currently underway and on schedule. The M2 Environmental Cleanup Allocation Committee (Allocation Committee) makes 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 to the T2020 and the Board. The recommended program includes a two-tier funding approach to projects that have a transportation pollution nexus. The development of the funding guidelines for the Tier 1 Grant Program, a localized capital program for best management practices (BMPs) for catch basins, has been completed. The Tier 1 Grant Program's initial funding call is anticipated in fall 2010, with the onset of funding in summer 2011.

The Tier 2 Grant Program, a regional capital intensive program for larger BMPs, will require additional planning and research. This will include modeling by a study to help determine the most strategically effective areas and types of investments necessary to reduce transportation-related runoff impacts within Orange County. It is anticipated the guidelines for the Tier 2 Grant Program will be recommended in winter 2010, with the onset of funding in summer 2011.

Measure M2 Early Action Plan Update

PowerPoint

Measure M2 Early Action Plan Update



Board of Directors Meeting

July 26, 2010



Navigating through the Recession



- On schedule
- Leveraged \$805 M
- Favorable bid market
- Savings of \$112 M

Positioned to add and accelerate projects

Getting to Construction



— Environmental/Design

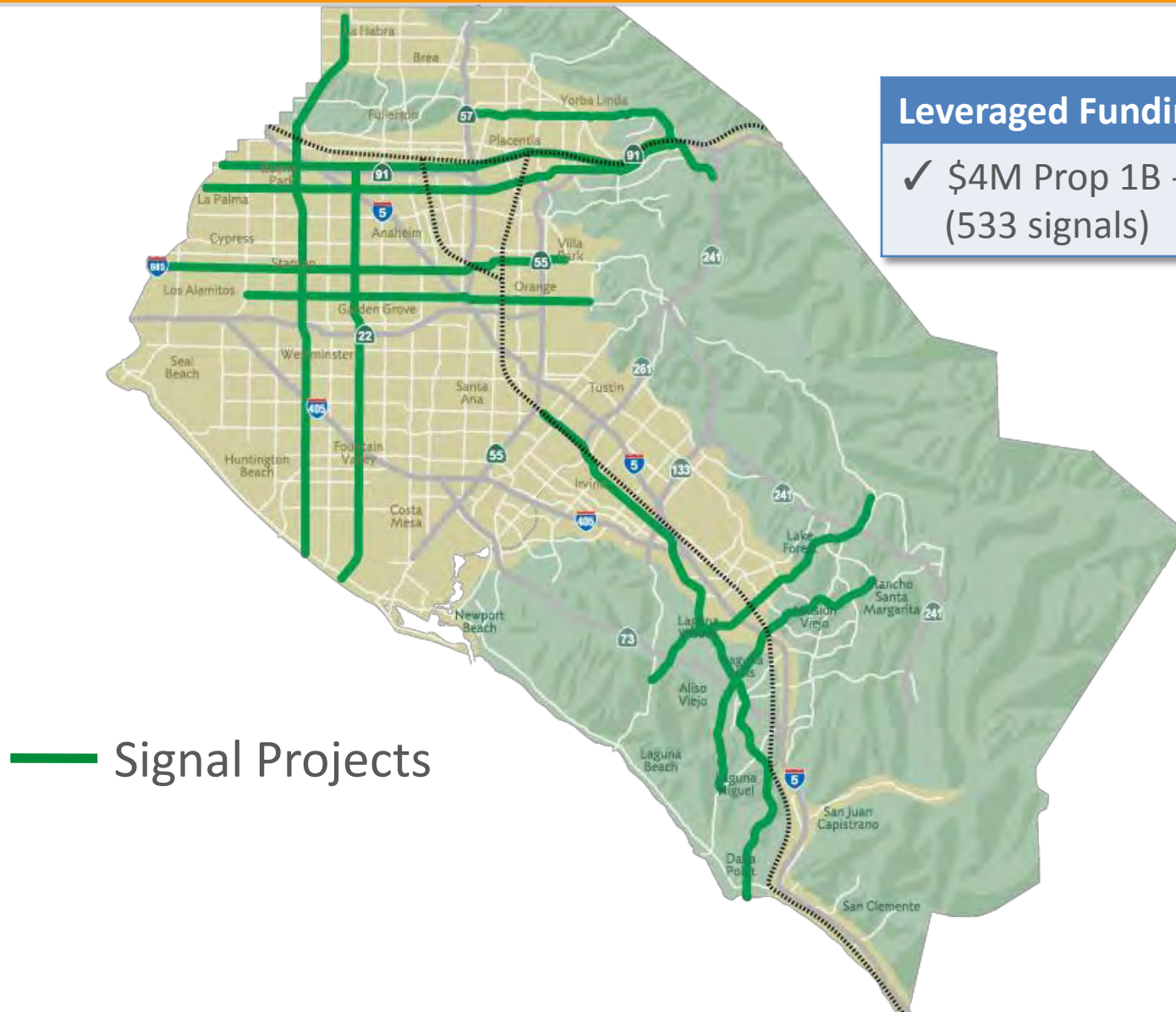
Getting to Construction



Getting to Construction



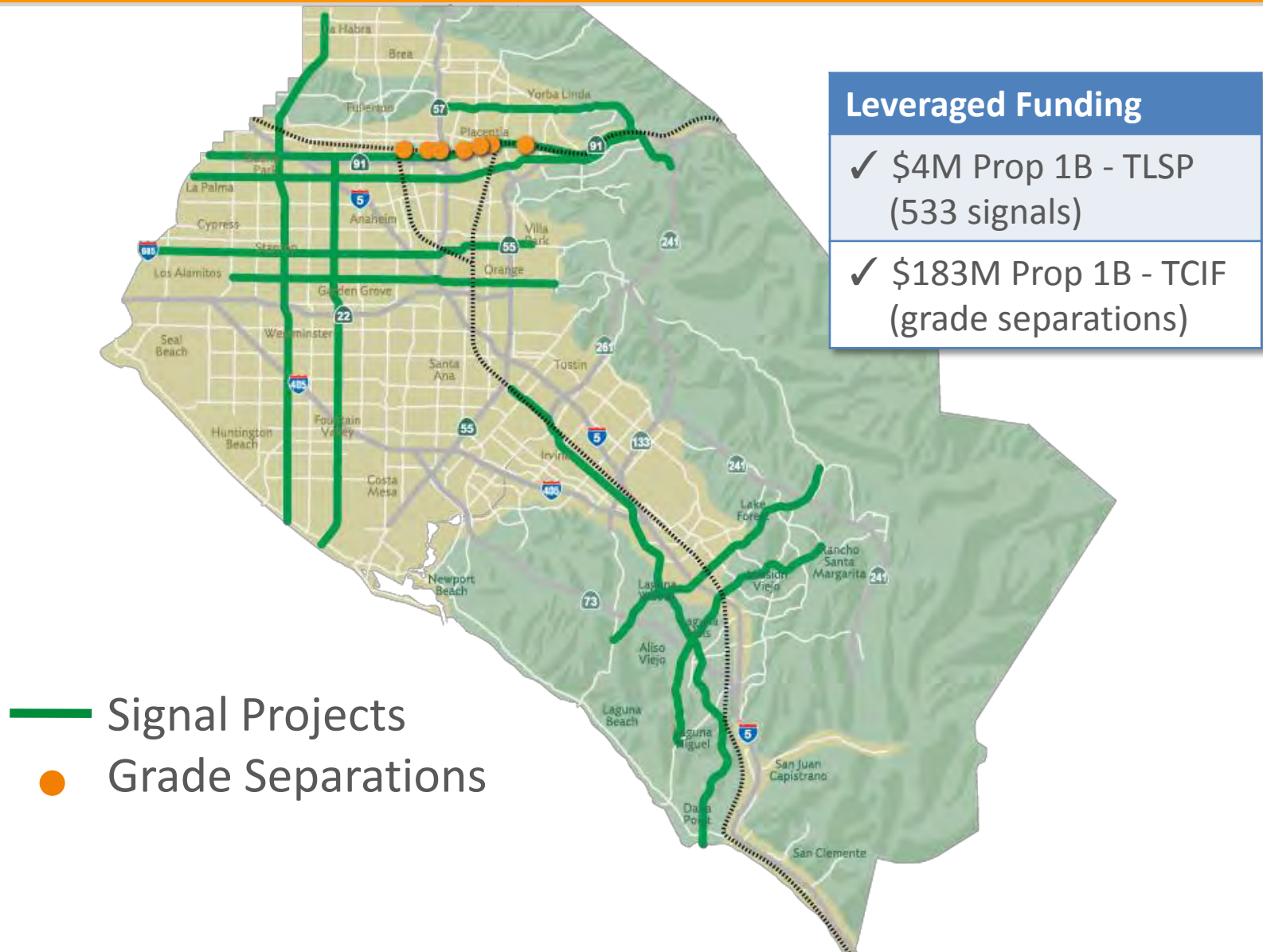
Streets & Roads



Leveraged Funding

- ✓ \$4M Prop 1B - TLSP (533 signals)

Streets & Roads



Ready Metrolink Backbone



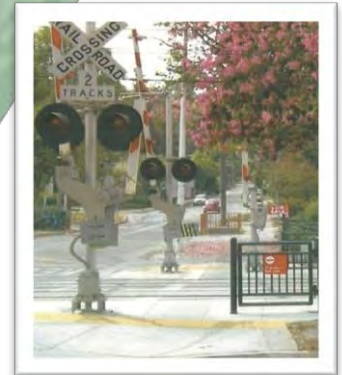
Implementing

Rolling stock procured

Track improvements

50 grade crossings

Station improvements



Next for Transit

- ✓ Preliminary engineering for fixed-guideways
- ✓ System-wide transit study
- ✓ Tighter integration of bus/rail service
 - Expanded Metrolink
 - Go Local, community circulators
 - \$6 intra-county day pass



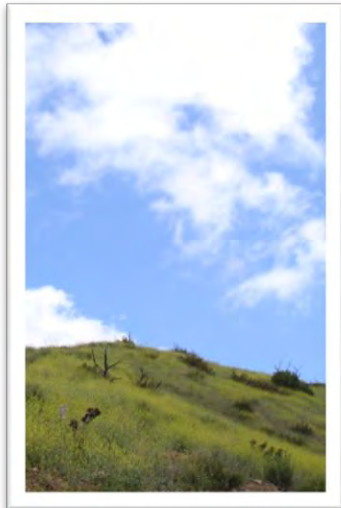
What's Ahead for Environmental Program

Freeway Mitigation Program

- ✓ Board approval of acquisition plan
- ✓ Property appraisals, acquisition

Water Quality Program

- ✓ Call for projects



Summary

- Nearly \$4.7 billion investment
- Fast-tracking freeway projects
- Completing I-405 traffic and revenue study
- Conducting calls for projects:
 - Regional Capacity
 - Signal Synchronization
 - Water Quality
 - Metrolink Extensions
- Finishing transit study

Investment (in millions)	
Freeways	\$3,500
Streets	589
Transit	586
Total EAP	\$4,675

Recommendations

- Add for design: I-5 from Avenida Pico to PCH
- Add for environmental:
 - SR-55 widening – from I-405 to I-5
 - I-5 widening – from SR-73 to El Toro
 - I-5 widening – from SR-55 to SR-57
- Add for construction:
 - SR-91 westbound – SR-55 to Tustin Avenue
 - Orangethorpe Corridor & Sand Canyon grade separations
- Direct staff to return with funding plan
- Direct staff to develop comprehensive capital action plan (CAP)




M2 Status

M2 Quarterly Report
October 2011 – December 2011



February 6, 2012

To: Executive Committee

From: Will Kempton, Chief Executive Officer 

Subject: Measure M2 Progress Report for October 2011 Through December 2011

Overview

Staff has prepared a Measure M2 progress report for the period of October 2011 through December 2011 for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace, and revenue projections are on a positive trend. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

The Measure M2 (M2) Transportation Ordinance and Investment Plan, Ordinance No. 3, requires quarterly status reports regarding the major projects detailed in the ordinance be filed with the Orange County Transportation Authority (OCTA) Board of Directors (Board). All M2 progress reports are provided to the M2 Taxpayers Oversight Committee and posted online for the public's information.

Discussion

This report reflects activities within the overall M2 Program, as well as progress being made on Board-approved Capital Action Plan (CAP) projects and programs for the period of October 2011 through December 2011. An overview of significant progress is included (Attachment A) along with CAP project status (Attachment B).

Highlights of the M2 progress report during the fourth quarter include:

Freeway Projects

- In October 2011, OCTA began preparing an environmental study for improvements along Interstate 5 (I-5) between State Route 73 and El Toro Road, in the cities of Lake Forest, Laguna Hills, and Mission Viejo.
- In October 2011, California Department of Transportation (Caltrans) approved the environmental document for improvements on the I-5 from Avenida Pico to San Juan Creek Road.
- In October 2011, Caltrans awarded a contract to construct a new northbound lane on State Route 57 from Katella Avenue to Lincoln Avenue in Anaheim. Construction activities began in January 2012.
- In December 2011, Caltrans approved the project study report that identified alternatives to add capacity on I-5 between State Route 55 and the El Toro Y area in the cities of Irvine and Tustin.

Streets and Roads

- On December 2, 2011, 40 project applications from the Regional Capacity Program call for projects were received requesting consideration for funding. The application review process has begun, and recommendations for funding are anticipated to be brought to the Board in spring 2012.
- OCTA is in the third and final phase of advanced signal synchronization efforts along ten arterial corridors comprised of 533 signalized intersections on 158 miles of roadway. This effort, known as the Traffic Light Synchronization Program (TLSP), is funded by a total \$8 million of Measure M and Proposition 1B grants.
- In November, a program overview was presented to the Board outlining the progress to date for all the grade separation projects, including the initiation of construction administration activities for the Placentia Avenue and Kraemer Boulevard undercrossing projects. Right-of-way activities are continuing on the Orangethorpe Avenue and Tustin Avenue/Rose Drive overcrossings. The Lakeview Avenue overcrossing design reached the 95 percent completion level, and property appraisals are underway.

Transit Programs

- Orange County's at-grade rail-highway crossing (railroad crossing) safety enhancement program was completed in December 2011. Crossings in the cities of Dana Point, San Juan Capistrano, and San Clemente went into service in October. The final railroad crossing of the program, the Harvard Avenue crossing in the City of Irvine, went into service at the end of December. With all 52 crossings in the eight participating cities now complete and new safety enhancements activated, cities have the option to establish a quiet zone through the Federal Railroad Administration.
- As part of Project S, on December 12, 2011, the Board approved cooperative agreements with the cities of Anaheim and Santa Ana to define the role of OCTA as grantee and the cities as subrecipients for purposes of requesting federal funds from the Federal Transit Administration. Staff also presented initial options to the Transportation 2020 Committee for which entity should be responsible for the design and construction of the fixed-guideway projects.
- The M2 Project S Guidelines for Bus and Station Van Extension Projects were approved in December 2011. OCTA has requested letters of interest inquiring if the cities and/or County plan to submit projects.

Environmental Cleanup and Water Quality

- A countywide assessment is currently underway to determine the best candidate sites for funding regional capital projects like bioswales, constructed wetlands, and detention/infiltration basins. This assessment is anticipated to be completed by early 2012.
- The Environmental Cleanup Allocation Committee has been meeting and is developing the Comprehensive Transportation Funding Program funding guidelines in preparation for a call for projects, anticipated to take place shortly after the assessment is complete.

Freeway Mitigation Program

- In November, The Environmental Oversight Committee and OCTA toured 11 potential restoration sites that are being considered for funding. (These proposed projects were submitted during the second call for restoration projects that took place in June of 2011.)

- In December, OCTA officials purchased the fifth open space property, the 48-acre Hafen property, for \$1.7 million. The Hafen property is located northwest of Rancho Santa Margarita in Trabuco Canyon. To date, OCTA has acquired approximately 950 acres of open space property in the Trabuco Canyon area and in Brea.

Financial Outlook

Sales tax receipts for the fourth quarter once again exceeded projections used for the current year budget. Sales tax receipts from the State Board of Equalization for the period increased seven percent from the same period last year, which exceeds the 5.4 percent growth rate assumed for the budget. This represents the eight straight quarter with growth in sales tax receipts from the same period of the prior year. The 2005 (original) revenue forecast for the life of the M2 program was \$24.3 billion. The revenue forecast had dipped to a low of \$13.7 billion; however, as a result of the positive growth in sales tax revenues, the 2011 estimate is \$15.5 billion.

Program Management Office

OCTA has established an M2 Program Management Office (PMO) and hired a program manager to provide interdivisional coordination. A committee made up of Executive Directors and key staff from each of the divisions meets every two weeks to review key issues and activities within the Measure M Program.

In the fourth quarter, the focus of the PMO has been on several key items. These include:

- Working with Government Relations and Finance and Administration divisions staff to track the rising charges of the State Board of Equalization for collecting M2 revenues.
- Working with Information Services Department staff and project management staff to create a unified approach to saving and properly documenting M2 project and program files/activities to ensure comprehensive and consistent archiving.
- Developing a scope of work for the 2009-2012 Triennial Performance Assessment, scheduled to be released in April 2012.
- Developing an Ordinance Matrix identifying all key compliance requirements for tracking purposes.
- Creating a PMO Charter (Attachment C) to guide the office activities.

During the next quarter, an M2 workshop will take place where staff will provide a summary on the progress of the M2 Program of projects, will present options

to the Board for expediting delivery on planned freeway projects, and proposed financing options for the Interstate 405 (Project K).

Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from October 2011 through December 2011 is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 CAP. To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website. Hard copies are available by mail upon request.

Attachments

- A. Measure M2 Quarterly Project and Program Summary – October Through December 2011
- B. Capital Action Plan – Status Thru December 2011
- C. Measure M Program Management Office Charter

Prepared by:



Tamara S. Warren
Manager, Program Management Office
(714) 560-5590

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

**Measure M2 Quarterly Project and Program Summary
October Through December 2011**

The following is a summary of the progress made on the Measure M2 (M2) Early Action Plan projects and programs covering the fourth quarter, October – December of 2011.

Freeway Projects

Planning Projects

Contact: Dan Phu (714) 560-5907

Interstate 5 (I-5) Projects

Segment: I-5 between State Route 55 (SR-55) and the El Toro “Y” area (Project B)

Status: Project Study Report Completed

Summary: The Orange County Transportation Authority (OCTA) completed a project study report/project development support (PSR/PDS) looking at alternatives to add capacity on the I-5 through the cities of Tustin and Irvine. The PSR/PDS was submitted to the California Department of Transportation (Caltrans) for their review and approval and was approved on December 28, 2011.

Segment: I-5/El Toro Road Interchange (Part of Project D)

Status: Project Study Report Underway

Summary: OCTA initiated a PSR/PDS to look at alternatives to update and improve the I-5/El Toro Road interchange in the cities of Laguna Hills and Lake Forest. The project study team (PST), consisting of staff from OCTA and the affected cities (Laguna Hills, Lake Forest, and Laguna Woods), has completed the initial assessment and data collection task of the project. The PST has developed an initial set of alternatives for analysis. The study is expected to be completed in late 2012.

SR-55 Projects

Segment: SR-55 between I-5 and State Route 22 (SR-22) (Part of Project F)

Status: Project Study Report in Procurement

Summary: OCTA is in the procurement process to prepare a PSR/PDS to look at alternatives to add capacity to, and freeway operational improvements between, the SR-22 and State Route (SR-91), in the cities of Orange, Santa Ana, and Tustin. The study is expected to be underway by mid-2012.

State Route 57 (SR-57) Projects

Segment: SR-57 Between Orangewood Avenue and Katella Avenue (Part of Project G)

Status: Project Study Report in Procurement

Summary: OCTA is in the procurement process to prepare a PSR/PDS to look at alternatives to add capacity in the northbound direction in the cities of Anaheim and Orange. The study is expected to be underway by mid-2012.

SR-91 Projects

Segment: SR-91 between SR-55 and SR-57 (Project I)

Status: Project Study Report Underway

Summary: In August 2011, OCTA initiated a PSR/PDS to look at alternatives to add capacity and balance the number of lanes on SR-91 in the City of Anaheim. The anticipated completion date for this study is December 2012.

Interstate 405 (I-405) Projects

Segment: I-405 Between the SR-55 and the El Toro "Y" (Project L)

Status: Project Study Report Underway

Summary: OCTA also initiated a PSR/PDS to look at alternatives to add capacity on the I-405 in the City of Irvine. The PST, consisting of staff from OCTA and the City of Irvine, completed the initial assessment and data collection task of the project. The PST is in the process of developing an initial set of alternatives for analysis. The study is expected to be complete in early 2013.

Capital Projects

Contact: Rose Casey (714) 560-5729

I-5 Projects

Segment: I-5 Between SR-55 and SR-57 (Project A)

Status: Environmental Study Underway

Summary: An environmental study is underway to add lanes to the I-5 between the SR-55 and the SR-57 in the City of Santa Ana. The study will evaluate options to add capacity to the existing high-occupancy vehicle (HOV) lanes and improve traffic circulation within the I-5/SR-55 interchange. The study is expected to be complete in mid-2013.

Segment: I-5 Between State Route 73 (SR-73) and El Toro Road (Part of Projects C and D)

Status: Environmental Study Underway

Summary: In October 2011, OCTA began preparing an environmental study for improvements along I-5 between the SR-73 and El Toro Road, in the cities of Lake Forest, Laguna Hills, and Mission Viejo. The study will evaluate lane additions and interchange improvements to improve the flow of traffic through this area. These improvements include reconstruction of the La Paz Road and Avery Parkway interchanges. The study is expected to be complete in mid-2014.

Segment: I-5 Between Avenida Pico and San Juan Creek Road (Part of Projects C and D)
 Status: Environmental Document Approved by Caltrans on October 26, 2011
 Summary: The environmental study evaluated the impacts of extending the current HOV lanes on the I-5 from their present terminus at San Juan Creek Road to Avenida Pico in the City of San Clemente. The project also evaluated improvements to the interchange at I-5 and Avenida Pico.

Segment: I-5 Between Avenida Pico and San Juan Creek Road (Part of Project C)
 Status: Final Design Underway
 Summary: OCTA has begun the final design for improvements along I-5 between Avenida Pico and San Juan Creek Road, in the cities of San Clemente, Dana Point, and San Juan Capistrano. Final design is expected to be complete by mid-2014.

Segment: I-5/ State Route 74 (SR-74) Interchange (Part of Project D)
 Status: Final Design and Right-of-Way Acquisition Underway
 Summary: Caltrans is preparing the final design for the reconstruction of the I-5 interchange at SR-74 in the City of San Juan Capistrano. The project will reconstruct the SR-74 bridge over the freeway and improve local traffic flow along the SR-74 and Del Obispo Street, adjacent to the freeway. Design is expected to be complete in mid-2012.

SR-55 Projects

Segment: SR-55 Between the I-405 and I-5 (Part of Project F)
 Status: Environmental Study Underway
 Summary: OCTA began the environmental study to increase capacity on SR-55 in the cities of Irvine, Santa Ana, and Tustin. The study will evaluate the addition of mixed-flow lanes, carpool lanes, and auxiliary lanes. The study is expected to be complete in early 2014.

SR-57 Projects

Segment: SR-57 Northbound, Katella Avenue to Lincoln Avenue (Part of Project G)
 Status: Construction Underway
 Summary: Caltrans awarded a contract to construct a new northbound lane on SR-57 in the City of Anaheim. Construction activities began in January 2012 and are anticipated to be complete by mid-2014.

Segment: SR-57 Northbound, Orangethorpe Avenue to Lambert Road (Part of Project G)
 Status: Construction Underway
 Summary: Caltrans awarded contracts to two contractors to begin construction of a new northbound lane on the SR-57 in the cities of Brea, Fullerton, and Placentia. Construction of the improvements started in January 2011, is 35 percent complete, and is expected to be complete in mid-2014.

SR-91 Projects

- Segment: SR-91 Westbound, I-5 to SR-57 (Project H)
Status: Final Design Underway
Summary: OCTA is preparing the final design for the SR-91 in the City of Anaheim that will add a new westbound general purpose lane. Final design is expected to be complete in early 2012.
- Segment: SR-91 Westbound, Tustin Avenue Interchange to SR-55 (Part of Project J)
Status: Final Design Underway
Summary: Caltrans is preparing the final design to improve traffic flow at the SR-55/SR-91 interchange. Traffic flow will be improved at the westbound SR-91 exit ramp to Tustin Avenue and the westbound connector from the SR-55. Final design is expected to be complete in early 2013.
- Segment: SR-91, Between SR-55 and State Route 241 (SR-241) (Part of Project J)
Status: Construction Underway
Summary: Construction began to add one new lane in each direction along the SR-91 in the cities of Anaheim and Yorba Linda. The new lanes will be built within existing right-of-way. The construction contract was awarded in May 2011. The first construction working day was August 22, 2011. Construction completion is expected in late 2012.
- Segment: SR-91, Between the SR-241 and State Route 71 (SR-71) (Part of Project J)
Status: Environmental Study Underway
Summary: OCTA is working with the Riverside County Transportation Commission (RCTC) to extend the 91 Express Lanes eastward from its current terminus in the city of Anaheim to Interstate 15 (I-15) in Riverside County. This project will also add one general purpose lane in each direction from the SR-241 to the I-15. The environmental document is expected to be complete in mid-2012.

The portion between the SR-241 and the Orange County/Riverside County line is also part of Project J, while the matching segment between the county line and the SR-71 is part of RCTC's Measure A. RCTC has opted to defer the construction of the general purpose lane improvements in its county. Accordingly, the matching general purpose lane improvements on the Orange County side are being deferred to ensure coordinated delivery of the projects and to provide a continuous segment that stretches from the SR-241 to the SR-71. This action is also consistent with the 2011 SR-91 Implementation Plan.

I-405 Projects

- Segment: I-405, Between SR-55 and Interstate 605 (Project K)
Status: Environmental Study Underway
Summary: OCTA is preparing an environmental study to add new lanes in each direction on the I-405 that serves the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and

Westminster. These improvements will add mainline capacity and improve the local interchanges along the corridor. The draft environmental document is expected to be complete in spring 2012, with the final document complete in early 2013.

Freeway Service Patrol – (Project N)

Contact: Sue Zuhlke (714) 560-5574

Staff has developed draft guidelines that will be brought to the Board of Directors (Board) for consideration in February 2012.

Streets and Roads Projects

Regional Capacity Program (Project O)

Contact: Roger Lopez (714) 560-5438

The 2011-12 Regional Capacity Program call for projects was formally issued on September 28, 2011. On December 2, 2011, 40 project applications were received requesting consideration for funding. The application review process has begun and recommendations for funding are anticipated to be brought to the Board in spring 2012.

Grade Separation Projects (Part of Project O)

Contact: Rose Casey (714) 560-5729

On October 10, 2011, the Board approved a cooperative agreement with the City of Anaheim related to a roadway extension and utility relocations associated with the Lakeview Avenue overcrossing project. OCTA and the City of Anaheim will share the costs. The Board also authorized an amendment to the design consultant AECOM, Inc., for additional design and construction support services for the Orangethorpe Avenue overcrossing project.

A program overview was presented to the Board in November outlining the progress to date for all the projects, including the initiation of construction administration activities for the Placentia Avenue and Kraemer Boulevard undercrossing projects. Right-of-way activities are continuing on the Orangethorpe Avenue and Tustin Avenue/Rose Drive overcrossings. The Lakeview Avenue overcrossing design reached the 95 percent completion level and property appraisals are under way.

Signal Synchronization (Project P)

Contact: Ron Keith (714) 560-5990

OCTA is in the third and final phase of advanced signal synchronization efforts along ten arterial corridors comprised of 533 signalized intersections on 158 miles of roadway. This effort, known as the Traffic Light Synchronization Program is funded by a total \$8 million of Measure M and Proposition 1B grants. Phase I synchronization along the Alicia Parkway, Beach Boulevard, and Chapman Avenue corridors, respectively, is complete. Phase II corridors of Orangethorpe Avenue and Edinger Avenue are also

complete and were presented to the Board in December 2011. The remaining two corridors of Phase II, El Toro Road and Brookhurst Street, respectively, will be completed in early 2012. Phase III of Katella Avenue, La Palma Avenue, and Yorba Linda Boulevard corridors began during July through October 2011, and are in various stages of initial development.

Through the M2 Regional Traffic Signal Synchronization Program (Project P), OCTA awarded \$7.8 million to synchronize an additional 400 signals along 140 miles of Orange County streets and roads. Seventeen projects were awarded funding that included 24 local agencies. The goal of the program is to improve traffic flow by developing and implementing regional signal coordination through more than 2,000 intersections. These projects began in July 2011 and are in the final stages of preliminary design and culmination of the necessary arrangements.

A new 2011 call for projects took place in October of 2011. Proposals were received from all agencies in Orange County. It is anticipated that project awards will be in excess of \$10 million. Recommendations for awards, including the project costs and details, will be made available to the Board in spring 2012.

Local Fair Share Program – (Project Q)

Contact: Andy Oftelie (714) 560-5649

All local agencies have been found eligible to receive M2 Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. To date, approximately \$15.4 million in Local Fair Share payments have been provided to local agencies as of the end of the quarter.

Transit Projects

Metrolink Grade Crossing Improvements (Project R)

Contact: Mary Toutouchi (714) 560-5833

Orange County's at-grade rail-highway crossing (railroad crossing) safety enhancement program began in August 2009 and was completed in December 2011. The enhancements made to railroad crossings covered 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 the establishment of quiet zones. (A quiet zone is an area along the tracks where trains are not required to routinely sound their horns for a crossing.)

The first nine crossings in Orange (Group 1) were activated in October 2010. In January 2011, the crossings along the Olive subdivision in the cities of Anaheim and Orange (Group 2) went into service, followed by the Red Hill Avenue crossing in the City of Tustin (Group 4A) at the end of February 2011. Anaheim (Group 3) crossings on the Orange subdivision went into service at the end of May 2011. Santa Ana (Group 4) crossings on the Orange subdivision went into service at the end of September 2011. Crossings in the cities of Dana Point,

San Juan Capistrano, and San Clemente (Group 5), went into service in October 2011. The Harvard Avenue crossing in the City of Irvine (Group 6) went into service at the end of December 2011. Construction for all 52 crossings in the eight participating cities is now complete.

With construction complete and the new crossing safety enhancements activated, cities have the option to establish a quiet zone through the Federal Railroad Administration (FRA). Most of the cities have completed the first step of this process by submitting a notice of intent to implement a quiet zone to the FRA, California Public Utilities Commission, and appropriate railroad agencies. The cities of Anaheim, Orange, Tustin and San Clemente, upon completion of the crossings identified in Groups 1, 2, 3, 4A and the San Clemente crossings identified in Group 5, submitted “notices of establishment” as required by the FRA. The crossings associated with Groups 1, 2, 4A as well as Senda de la Playa and North Beach crossings in San Clemente are now designated quiet zones. Also, with the exception of the two most southerly crossings, Group 3 crossings are also designated quiet zones.

Go Local Fixed-Guideway (Part of Project S)

Contact: Kelly Hart (714) 560-5725

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

Per OCTA’s direction, the project team from Anaheim initiated a re-assessment of cost-effective alternatives for the Anaheim Rapid Connection Project. This re-assessment includes re-evaluating at-grade streetcar and bus rapid transit alternatives. The project alternatives continue to be refined to ensure the most cost-effective option that meets the needs of the corridor that is being studied.

The project team from Santa Ana and Garden Grove completed multiple deliverables during the reporting period, including finalizing the project’s environmental technical reports and preliminary conceptual engineering drawings/report. The project was redefined to include an initial operating segment to be constructed as the first operating segment of the project. The cities of Santa Ana and Garden Grove intend to complete the combined alternatives analysis and environmental report for submittal to the Federal Transit Administration (FTA) in early 2012. In addition, the project team coordinated with the FTA on the project’s ridership projection model.

OCTA staff continued its ongoing participation, review, and comment on development activities and deliverables related to both fixed-guideway projects. On December 12, 2011, the OCTA Board also approved cooperative agreements with Anaheim and Santa Ana to define the role of OCTA as grantee and the cities as sub-recipients for purposes of requesting federal funds from FTA. Additionally, staff presented initial options to the Transportation 2020 Committee for which entity should be responsible for the design and construction of the fixed-guideway projects.

Go Local Bus/Shuttle (Part of Project S)

Contact: Charlie Larwood (714) 560-5683

The M2 Project S Guidelines for Bus and Station Van Extension Projects were approved in December 2011. OCTA has requested letters of interest indicating if the cities and/or County plan to submit projects. The letter of interest deadline is January 10, 2012. The Board will consider recommending a call for projects based on the letters of interest submitted.

Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems (Project T)

Contact: Jennifer Bergener (714) 560-5462

City of Anaheim is the lead for the development of the Anaheim Regional Transportation Intermodal Center (ARTIC) Project. ARTIC will be a multimodal transportation hub serving both current and future expansions of Metrolink and Amtrak rail service, planned high-speed rail, as well as fixed-route and contract bus services, taxi, bicycle, and various shuttles/circulators. The FTA approved the Project Environmental Assessment in early January, and final environmental clearance is anticipated in early February with the issuance of the Finding of No Significance Impact. Design efforts are at approximately 60 percent, with construction anticipated to begin late 2012.

Senior Mobility Program (Part of Project U)

Contact: Dana Wiemiller (714) 560-5718

More than \$700,000 in M2 Project U funding has been disbursed to 25 cities participating in the Senior Mobility Program through December 2011. Collectively, the cities have provided more than 60,000 trips for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. In addition, more than \$860,000 has been disbursed to the County of Orange to support the Office on Aging Senior Non-Emergency Medical Transportation Program.

Fare Stabilization Program (Part of Project U)

Contact: Andy Oftelie (714) 560-5649

To stabilize fares for seniors and persons with disabilities, one percent of net revenues are dedicated for this purpose. A summary of the program and the allocations to date will be provided in the next quarterly report.

Community Based Transit/Circulators (Project V)

Contact: Charlie Larwood (714) 560-5683

OCTA continued working with interested cities concerning the 25 community based/transit circulator concepts. These concepts are part of the integrated Transit System Study planning efforts.

Safe Transit Stops (Project W)

Contact: Beth McCormick (714) 560-5964

Staff is developing draft guidelines. The proposed guidelines will be brought to the Board for consideration in the coming months.

Environmental Clean up and Freeway Mitigation Program

Environmental Committees

Contact: Dan Phu (714) 560-5907

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

Environmental Cleanup (Project X)

Contact: Dan Phu (714) 560-5907

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

The Environmental Cleanup Program is composed of a two-tiered funding process focusing on early priorities (Tier 1) and to prepare for more comprehensive investments (Tier 2).

A countywide assessment is currently underway to determine the best Tier 2 candidate sites for funding regional, capital projects like bioswales, constructed wetlands, and detention/infiltration basins. This assessment is anticipated to be completed by early 2012. The Allocation Committee is currently developing the Comprehensive Transportation Funding Program funding guidelines in preparation for the Tier 2 call for projects, anticipated to take place shortly after the assessment is complete.

Freeway Mitigation Program (Part of the Freeway Program of Projects A-M)

Contact: Dan Phu (714) 560-5907

The purpose of the M2 Freeway Mitigation Program's EOC is to make recommendations to the Board on the allocation of environmental freeway mitigation funds and to monitor the implementation of a master agreement between OCTA and state and federal resource agencies. (Part of Projects A – M) The master agreement, which was approved by the OCTA Board in January 2010, 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.

Restoration Update

In November, the EOC and OCTA toured 11 potential restoration sites that are being considered for funding. These proposed projects were submitted during the second call for restoration projects that took place in June.

OCTA is seeking interested parties who have habitat restoration projects that will restore preserved open space lands to their native habitat. These projects will involve the removal of invasive plant species, which may include plants, weeds, and trees that are not native to the area and can threaten wildlife as well as their habitat.

The evaluation team, which includes OCTA, Caltrans, the U.S. Fish and Wildlife Service, the California Department of Fish and Game, and the Army Corps of Engineers, is expected to issue a restoration funding recommendation by early 2012. A total of \$5 million has been allocated for this round of funding.

Acquisition Update

In December, OCTA officials purchased the fifth open space property. The 48-acre Hafen property was purchased for \$1.7 million and is located northwest of Rancho Santa Margarita in Trabuco Canyon. The Hafen property was identified as a priority conservation area because of the diversity of habitat types found on the property, including chaparral, coastal sage scrub, oak woodland, and native grassland.

To date, OCTA has acquired approximately 950 acres of open space property in the Trabuco Canyon area and in Brea. In fall 2010, the Board allocated a total of \$42 million to purchase open space in Orange County, consolidating the first two rounds of funding. Approximately \$8.5 million (inclusive of the long-term management cost) remains for additional acquisitions, and the funds are expected to be allocated within the next several months.

Financing

Contact: Sean Murdock (714) 560-5685

Sales tax receipts for the fourth quarter exceeded projections used for the current year budget. Sales tax receipts from the State Board of Equalization for the period increased seven percent from the same period last year, which exceeds the 5.4 percent growth rate assumed for the budget. This represents the 8th straight quarter with growth in sales tax receipts from the same period of the prior year. The 2005 (original) revenue forecast for the life of the M2 program was \$24.3 billion. The revenue forecast had dipped to a low of \$13.7 billion; however, as a result of the positive growth in sales tax revenues, the 2011 estimate is \$15.5 billion.

Program Management Office

Contact: Tami Warren (714) 560-5590

OCTA has established an M2 Program Management Office (PMO) and hired a program manager to provide interdivisional coordination. A committee made up of Executive Directors and key staff from each of the Divisions meets every two weeks to review key issues and activities within the Measure M Program.

In the fourth quarter the focus of the PMO has been on several key items. These include:













- Working with Government Relations and Finance and Administration divisions staff to track the rising charges of the State Board of Equalization for collecting M2 revenues.
- Working with Information Systems Department staff and project management staff to create a unified approach to saving M2 project and program files to ensure comprehensive and consistent filing.
- Developing a scope of work for the 2009-2012 Triennial Performance Assessment.
- Developing an Ordinance Matrix identifying all key compliance requirements for tracking purposes.
- Creating a PMO Charter (Attachment C) to guide the office activities.
- Preparing the agenda and materials for the February 27, 2012 M2 Board Workshop to seek guidance on project priorities for the next five to eight years.

During the next quarter, a M2 workshop will take place where staff will provide a summary on the progress of the M2 Program of projects. Additionally, staff will present options to the Board for expediting delivery on planned freeway projects and propose financing options for the Interstate 405 (Project K).

Capital Action Plan

Status Thru December 2011
















Updated: January 24, 2012

Capital Projects	Cost Budget/Forecast (millions)	Schedule Plan/Forecast															
		Begin Environmental	FY 12	Complete Environmental	FY 12	Begin Design	FY 12	Complete Design	FY 12	Construction Ready	FY 12	Advertise Construction	FY 12	Award Contract	FY 12	Complete Construction	FY 12
Freeway Projects:																	
 I-5, Pico to Vista Hermosa	\$113.0	Jun-09		Dec-11	Q2	Jun-11		Jun-14		Dec-14		Feb-15		May-15		Jun-18	
Project C	\$113.0	Jun-09		Oct-11	Q2	Jun-11		Oct-13		Feb-14		Apr-14		Jul-14		Jul-16	
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09		Dec-11	Q2	Jun-11		Jun-14		Dec-14		Feb-15		May-15		Jun-18	
Project C	\$75.6	Jun-09		Oct-11	Q2	Jun-11		Feb-13		Jun-13		Aug-13		Oct-13		Aug-15	
 I-5, Pacific Coast Highway to San Juan Creek Rd.	\$70.7	Jun-09		Dec-11	Q2	Jun-11		Jun-14		Dec-14		Feb-15		May-15		Jun-18	
Project C	\$70.7	Jun-09		Oct-11	Q2	Jun-11		Jan-13		Jun-13		Jul-13		Oct-13		Jul-15	
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05		Jun-09		Jan-09		Nov-11	Q2	Mar-12	Q3	Jun-12	Q4	Aug-12		Nov-14	
Project D	\$90.9	Sep-05		Jun-09		Jan-09		Dec-11	Q2	Jun-12		Jul-12		Oct-12		Jan-15	
I-5, Avenida Vaquero Soundwall	\$3.0	N/A		N/A		Feb-08		Jan-09		Mar-09		Aug-10		Nov-10		Oct-11	Q2
	\$2.3	N/A		N/A		Feb-08		Mar-09		Apr-09		Aug-10		Nov-10		Aug-11	Q1
I-5, El Camino Real Soundwall	\$5.3	N/A		N/A		Jan-08		Jan-09		Mar-09		Aug-10		Dec-10		Feb-12	Q3
	\$4.9	N/A		N/A		Jan-08		Jan-09		Apr-09		Aug-10		Dec-10		Feb-12	
 I-5, SR-73 to El Toro Road	TBD	Sep-11	Q1	Jun-14		TBD		TBD		TBD		TBD		TBD		TBD	
Project C & D	\$558.7	Oct-11	Q2	Jun-14		Jun-14		Aug-17		Jan-18		Mar-18		Jun-18		Jun-22	
 I-5, SR-55 to SR-57	TBD	Jul-11		Jun-13		TBD		TBD		TBD		TBD		TBD		TBD	
Project A	\$46.4	Jun-11		Jun-13		Jul-13		Mar-15		Jul-15		Aug-15		Nov-15		Nov-17	
I-5, SR-91 to Los Angeles (LA) County Line	\$334.1	N/A		Dec-99		Sep-99		Jun-04		Dec-04		Jan-05		Apr-05		Mar-11	
	\$326.5	N/A		Dec-99		Sep-99		Jul-05		Aug-05		Sep-05		Apr-06		Jan-11	
I-5, SR-91 to LA County Line (Landscape)	\$1.7	N/A		N/A		Jan-08		Jul-10		Sep-10		Nov-10		Feb-11		Apr-12	Q4
	\$1.7	N/A		N/A		Jan-08		Jul-10		Sep-10		Nov-10		Feb-11		Apr-12	
I-5, Continuous HOV Lane Access	TBD	Jul-11	Q1	Mar-12	Q3	Feb-12	Q3	Jan-13		Apr-13		May-13		Aug-13		Dec-13	
	\$7.7	Aug-11	Q1	Jul-12		May-12		Jan-13		Apr-13		May-13		Aug-13		Dec-13	
SR- 22, Additional Soundwalls	\$4.0	N/A		N/A		Mar-08		Jan-09		Mar-09		Apr-09		Jun-09		Mar-11	
	\$3.2	N/A		N/A		Mar-08		Jun-09		Nov-09		Dec-09		Apr-10		Mar-11	
SR-55, High-Occupancy Vehicle Continuous (HOV) Access	\$1.5	May-10		Aug-10		May-10		Oct-10		Dec-10		Dec-10		Feb-11		Jun-11	
	\$1.1	May-10		Oct-10		May-10		Oct-10		Dec-10		Dec-10		Feb-11		May-11	
 SR-55, I-405 to I-5	TBD	Feb-11		Nov-13		TBD		TBD		TBD		TBD		TBD		TBD	
Project F	\$274.9	May-11		Feb-14		Feb-14		Dec-16		Jun-17		Aug-17		Oct-17		Nov-20	
 SR-57 Northbound (NB), Katella to Lincoln	\$78.7	Apr-08		Jul-09		Jul-08		Nov-10		Mar-11		May-11	Q1	Aug-11	Q1	Sep-14	
Project G	\$37.7	Apr-08		Nov-09		Aug-08		Dec-10		Apr-11		Jul-11	Q1	Oct-11	Q2	Sep-14	
 SR-57 (NB), Orangethorpe to Yorba Linda	\$80.2	Aug-05		Dec-07		Feb-08		Dec-09		Apr-10		Jun-10		Oct-10		Mar-14	
Project G	\$57.5	Aug-05		Dec-07		Feb-08		Jul-09		Dec-09		May-10		Oct-10		Mar-14	
 SR-57 (NB), Yorba Linda to Lambert	\$79.3	Aug-05		Dec-07		Feb-08		Dec-09		Apr-10		Jun-10		Oct-10		Jul-14	
Project G	\$56.5	Aug-05		Dec-07		Feb-08		Jul-09		Mar-10		May-10		Oct-10		Jul-14	
 SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Jul-07		Apr-10		Oct-09		Feb-12	Q3	Jul-12		Aug-12		Nov-12		Nov-15	
Project H	\$78.1	Jul-07		Jun-10		Mar-10		Apr-12		Jul-12		Sep-12		Nov-12		Nov-15	
 SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-08		Jul-11		Jul-11		Mar-13		Jul-13		Aug-13		Oct-13		May-15	
Project I	\$49.9	Jul-08		May-11		Jun-11		Mar-13		Jul-13		Aug-13		Oct-13		May-15	

Capital Action Plan

Status Thru December 2011

Updated: January 24, 2012

Capital Projects	Cost Budget/Forecast (millions)	Schedule Plan/Forecast															
		Begin Environmental	FY 12	Complete Environmental	FY 12	Begin Design	FY 12	Complete Design	FY 12	Construction Ready	FY 12	Advertise Construction	FY 12	Award Contract	FY 12	Complete Construction	FY 12
 SR-91, SR-55 to SR-241 Project J	\$128.4 \$80.9	Jul-07 Jul-07		Jul-09 Apr-09		Jun-09 Apr-09		Jan-11 Aug-10		Apr-11 Dec-10		Jun-11 Feb-11		Sep-11 May-11		Dec-12 Dec-12	
 SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5 \$60.2	Mar-05 Mar-05		Dec-07 Dec-07		Jul-07 Jul-07		Dec-08 Dec-08		Mar-09 May-09		May-09 Jun-09		Jul-09 Aug-09		Nov-10 Jan-11	
I-405, Continuous HOV Lane Access	TBD \$3.5	Jul-11 Aug-11	Q1 Q1	Apr-12 Mar-12	Q4	Mar-12 Mar-12	Q3	Jan-13 Jan-13		Apr-13 Apr-13		May-13 May-13		Aug-13 Aug-13		Nov-13 Nov-13	
 I-405, SR-55 to I-605 (Design-Build) Project K	TBD \$1,714.5	Mar-09 Mar-09		Mar-13 Sep-13		TBD Oct-12		TBD Nov-13		TBD Feb-14		TBD Feb-14		TBD Oct-14		TBD Nov-18	
I-405/SR-22 HOV Connector	\$195.9 \$120.9	N/A N/A		N/A N/A		Sep-07 Sep-07		Sep-09 Jun-09		Mar-10 Sep-09		May-10 Feb-10		Aug-10 Jun-10		Aug-14 Aug-14	
I-405/I-605 HOV Connector	\$260.4 \$169.6	N/A N/A		N/A N/A		Sep-07 Sep-07		Sep-09 Sep-09		Mar-10 Feb-10		May-10 May-10		Oct-10 Oct-10		Jan-15 Jan-15	
Grade Separation Projects:																	
 Sand Canyon Grade Separation Project R	\$55.6 \$55.2	N/A N/A		Sep-03 Sep-03		Jan-04 Jan-04		Jul-10 Jul-10		Jul-10 Jul-10		Oct-10 Oct-10		Feb-11 Feb-11		May-14 May-14	
 Raymond Grade Separation Project O	\$77.2 \$78.2	Feb-09 Feb-09		Nov-09 Nov-09		Mar-10 Mar-10		Aug-12 May-12		Nov-12 Nov-12		Feb-13 Feb-13		May-13 May-13		Mar-16 Mar-16	
 State College Grade Separation Project O	\$73.6 \$74.6	Dec-08 Dec-08		Jan-11 Apr-11		Jul-06 Jul-06		Aug-12 Mar-12		Nov-12 Nov-12		Feb-13 Feb-13		May-13 May-13		Mar-16 Mar-16	
 Placentia Grade Separation Project O	\$78.2 \$67.3	Jan-01 Jan-01		May-01 May-01		Jan-09 Jan-09		Mar-10 Jun-10		May-10 Jan-11		Mar-11 Mar-11		Jun-11 Jul-11	Q1 Q1	Nov-14 Nov-14	
 Kraemer Grade Separation Project O	\$70.4 \$67.8	Jan-01 Jan-01		Sep-09 Sep-09		Jan-09 Feb-09		Jul-10 Jul-10		Jul-10 Jan-11		Apr-11 Jun-11		Aug-11 Sep-11	Q1 Q1	Oct-14 Oct-14	
 Orangethorpe Grade Separation Project O	\$117.4 \$115.0	Jan-01 Jan-01		Sep-09 Sep-09		Feb-09 Feb-09		Dec-11 Oct-11	Q2 Q2	Dec-11 Apr-12	Q2	Feb-12 Jun-12	Q3	May-12 Sep-12	Q4	Mar-15 Jul-15	
 Tustin/Rose Grade Separation Project O	\$103.0 \$91.7	Jan-01 Jan-01		Sep-09 Sep-09		Feb-09 Feb-09		Dec-11 Jul-11	Q2 Q1	Mar-12 May-12	Q3	May-12 Jul-12	Q4	Aug-12 Oct-12		Mar-15 May-15	
 Lakeview Grade Separation Project O	\$70.2 \$99.8	Jan-01 Jan-01		Sep-09 Sep-09		Feb-09 Feb-09		Oct-11 Mar-12	Q2	Oct-12 Dec-12		Feb-13 Mar-13		May-13 Jul-13		Sep-15 Dec-15	
Rail and Station Projects:																	
 Rail-Highway Grade Crossing Safety Enhancement Project R	\$94.4 \$94.4	Jan-08 Jan-08		Oct-08 Oct-08		Jan-08 Jan-08		Sep-08 Sep-08		Sep-08 Sep-08		Sep-08 Sep-08		Aug-09 Aug-09		Dec-11 Dec-11	Q2 Q2
 Metrolink Service Expansion Program	\$134.0 \$134.0	May-07 May-07		Apr-08 Apr-08		Jul-07 Jul-07		Mar-09 Mar-09		Mar-09 Mar-09		Sep-08 Sep-08		Mar-09 Mar-09		Oct-11 Jun-12	Q2
 Anaheim Rapid Connection Project S	TBD \$676.0	Jan-09 Jan-09		Oct-14 Nov-14		TBD Jun-13		TBD May-14		TBD May-15		TBD Apr-14		TBD May-15		TBD Aug-18	
 Santa Ana/Garden Grove Fixed Guideway Project S	TBD \$252.0	Aug-09 Aug-09		Mar-12 Aug-12	Q3	TBD Feb-13		TBD Mar-15		TBD Jun-15		TBD Jun-15		TBD Sep-15		TBD Oct-17	

Capital Action Plan

Status Thru December 2011

Updated: January 24, 2012

Capital Projects	Cost Budget/Forecast (millions)	Schedule Plan/Forecast															
		Begin Environmental	FY 12	Complete Environmental	FY 12	Begin Design	FY 12	Complete Design	FY 12	Construction Ready	FY 12	Advertise Construction	FY 12	Award Contract	FY 12	Complete Construction	FY 12
Placentia Metrolink Station & Parking Structure	TBD	Jan-03		May-07		Oct-08		Jan-11		Jan-12	Q3	Aug-12		Nov-12		Jan-15	
	TBD	Jan-03		May-07		Oct-08		Feb-11		Aug-12		Aug-12		Nov-12		Jan-15	
Orange Station Parking Expansion	TBD	Dec-09		May-12	Q4	Nov-10		Apr-13		TBD		TBD		TBD		TBD	
	TBD	Dec-09		Dec-12		Nov-10		Apr-13		Apr-13		Apr-13		Jul-13		Nov-14	
Tustin Station Parking Expansion	\$17.6	Apr-07		Nov-07		Apr-09		Mar-10		Mar-10		Apr-10		Aug-10		Sep-11	Q1
	\$15.7	Apr-07		Nov-07		Apr-09		May-10		May-10		Jun-10		Aug-10		Sep-11	Q1
Fullerton Station Parking Expansion	\$42.0	Jul-06		Mar-07		Sep-07		Aug-09		Aug-09		May-10		Aug-10		Apr-12	Q4
	\$32.9	Jul-06		Mar-07		Sep-07		Aug-09		Aug-09		May-10		Aug-10		Apr-12	
Anaheim Regional Transportation Intermodal Center Project R & T	\$227.4	Apr-09		Feb-11	Q1	Jun-09		Feb-12	Q3	Dec-11	Q2	May-11 (1)		Jul-11	Q1	Sep-14	
	\$227.4	Apr-09		Feb-12		Jun-09		May-12		May-12		May-12		Aug-12		Oct-14	
LOSSAN Fiber Optic Communications	\$24.6	N/A		N/A		Oct-07		Mar-10		Mar-10		Apr-10		Dec-10		Aug-12	
	\$24.6	N/A		N/A		Oct-07		Sep-10		Sep-10		Oct-10		Dec-10		Sep-12	
Tustin Station Video Surveillance System (VSS) (Design-Furnish-Install)	\$0.8	N/A		N/A		Mar-11		Jun-11		Jun-11		N/A		N/A		Oct-11	Q2
	\$0.8	N/A		N/A		Apr-11		Jun-11		Jun-11		N/A		N/A		Dec-11	Q2
Santa Ana Station VSS (Design-Furnish-Install)	\$0.8	N/A		N/A		Jan-11		Feb-11		Feb-11		N/A		N/A		Sep-11	Q1
	\$0.8	N/A		N/A		Jan-11		Feb-11		Apr-11		N/A		N/A		Nov-11	Q2
Fullerton Station VSS (Design-Furnish-Install)	\$0.8	N/A		N/A		Apr-11		Aug-11	Q1	Aug-11	Q1	N/A		N/A		Jun-12	Q4
	\$0.8	N/A		N/A		Jun-11		Aug-11	Q1	Aug-11	Q1	N/A		N/A		Jun-12	

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Notes: (1) Planned start of terminal shell and structure package

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

LOSSAN - Los Angeles - San Diego - San Luis Obispo

MEASURE M PROGRAM MANAGEMENT OFFICE CHARTER

Introduction

In November 2006, Orange County voters approved the Renewed Measure M Transportation Ordinance and Investment Plan, also called “M2.” The Measure includes a 30-year Transportation Investment Plan covering a range of facilities and services. Following voter approval, the Orange County Transportation Authority Board of Directors (Board) authorized creation of an M2 Program Management Office (PMO) to oversee the Measure. This charter describes the purpose, goals and functional responsibilities of the PMO.

Purpose of the PMO

The Orange County Transportation Authority (OCTA) is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Investment Plan, but adhering to numerous specific requirements and high standards of quality called for in the Measure. The PMO is intended to provide unified oversight and action to ensure successful delivery. While other organizational units within OCTA carry out the Investment Plan’s individual projects and programs, the PMO monitors and as appropriate, analyzes and assesses, facilitates, coordinates, and reports on M2 activities and progress.

PMO Goals

The PMO’s goals are to ensure:

- Compliance and consistency with Ordinance requirements
- Sound, effective, management of the overall M2 Program and the individual programs and projects within it
- Fiscal responsibility
- Transparency
- Implementation of taxpayer safeguards as described in the Ordinance.

PMO Functional Responsibilities

To further these five goals, the PMO will assume the following functional responsibilities:

Compliance and Consistency

→

1. Ensure projects, programs, and taxpayer safeguards are developed and delivered according to processes and procedures included in the Ordinance.
2. Coordinate development of a plan and monitor completion of activities related to closeout of Measure M.

Management

→

3. Ensure OCTA establishes the necessary business processes and systems to effectively and efficiently implement the 30-year Transportation Investment Plan.
4. Consolidate M2 program and project management policies and procedures for use by all OCTA divisions.
5. Serve as a clearinghouse for ensuring critical interdivisional program-management and information-sharing, including the formation of a standing "Measure M Program Management Advisory Committee."

Fiscal Responsibility

→

6. Ensure there is proper reporting and ongoing review of M2 receipts, expenditures, and accounting of M2 proceeds to meet business and agency standards.
7. Ensure that uses of M2 and related external funding follow the provisions of the Ordinance.

Transparency

→

8. Coordinate and oversee reporting of M2 Program status/information to the Board of Directors, general public, and stakeholders
9. Ensure consistent and appropriate reporting of information related to M2 project development activities.
10. Provide access to relevant M2-related policy and procedure development.

Safeguards

→

11. Ensure implementation of safeguard measures called for in the Ordinance including the Taxpayers Oversight Committee, quarterly reports to the Board, annual expenditure reports, Triennial Performance Assessments, Year Review, annual Local Transportation Authority audit, and reporting from the local jurisdictions.

M2 Sales Tax Revenue & Expenditure Reports
As of December 31, 2011

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of December 31, 2011
(Unaudited)

(\$ in thousands)	Quarter Ended Dec 31, 2011	Year to Date Dec 31, 2011 (A)	Period from Inception to Dec 31, 2011 (B)
Revenues:			
Sales taxes	\$ 66,463	\$ 122,660	\$ 183,781
Other agencies share of Measure M2 costs:			
Project related	22,252	22,955	37,115
Interest:			
Operating:			
Non-project related	66	19	(44)
Bond proceeds	13	4,175	6,422
Debt service	1	3	10
Commercial paper	-	-	393
Right-of-way leases	101	130	130
Miscellaneous	69	74	74
Total revenues	88,965	150,016	227,881
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	635	1,271	1,907
Professional services:			
Project related	8,517	8,709	99,333
Non-project related	23	138	4,616
Administration costs:			
Project related	1,204	2,162	10,376
Non-project related	994	2,235	13,840
Other:			
Project related	212	217	372
Non-project related	6	4	3,267
Payments to local agencies:			
Project related	14,406	20,519	86,793
Non-project related	-	-	-
Capital outlay:			
Project related	15,900	25,559	74,970
Non-project related	5	5	31
Debt service:			
Interest on long-term debt and commercial paper	(1)	11,262	15,951
Total expenditures	41,901	72,081	311,456
Excess (deficiency) of revenues over (under) expenditures	47,064	77,935	(83,575)
Other financing sources (uses):			
Transfers out:			
Project related	(422)	(817)	(1,194)
Transfers in:			
Project related	11,997	1,955	25,654
Bond proceeds	-	-	358,593
Total other financing sources (uses)	11,575	1,138	383,053
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ 58,639	\$ 79,073	\$ 299,478

Measure M2
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of December 31, 2011
(Unaudited)

(\$ in thousands)	Quarter Ended Dec 31, 2011 (actual)	Year Ended Dec 31, 2011 (actual)	Period from Inception through Dec 31, 2011 (actual)	Period from January 1, 2012 through March 31, 2041 (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	
Tax revenues:					
Sales taxes	\$ 66,463	\$ 122,660	\$ 183,781	\$ 15,341,126	\$ 15,524,907
Operating interest	66	19	(44)	364,931	364,887
Subtotal	<u>66,529</u>	<u>122,679</u>	<u>183,737</u>	<u>15,706,058</u>	<u>15,889,795</u>
Miscellaneous	69	74	74	-	74
Total tax revenues	<u>66,598</u>	<u>122,753</u>	<u>183,811</u>	<u>15,706,058</u>	<u>15,889,869</u>
Administrative expenditures:					
SBOE fees	635	1,271	1,907	230,209	232,116
Professional services, non-project related	(4)	96	1,913	104,303	106,216
Administration costs, non-project related	994	2,235	13,840	146,507	160,347
Operating transfer out, non-project related	-	-	-	21,474	21,474
Other, non-project related	6	4	3,267	27,610	30,877
Capital outlay, non-project related	5	5	31	-	31
Environmental cleanup	347	478	2,060	314,121	316,181
	<u>1,983</u>	<u>4,089</u>	<u>23,018</u>	<u>844,223</u>	<u>867,241</u>
Net tax revenues	<u>\$ 64,615</u>	<u>\$ 118,664</u>	<u>\$ 160,793</u>	<u>\$ 14,861,834</u>	<u>\$ 15,022,627</u>
	(C.2)	(D.2)	(E.2)	(F.2)	
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 740,000	\$ 1,098,593
Interest revenue from bond proceeds	13	4,175	6,422	54,700	61,122
Interest revenue from debt service funds	1	3	10	36,181	36,191
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>14</u>	<u>4,178</u>	<u>365,418</u>	<u>830,881</u>	<u>1,196,299</u>
Financing expenditures and uses:					
Professional services, non-project related	27	42	2,703	-	2,703
Bond debt principal	-	-	-	1,092,570	1,092,570
Bond debt and other interest expense	(1)	11,262	15,951	1,009,859	1,025,810
Total financing expenditures and uses	<u>26</u>	<u>11,304</u>	<u>18,654</u>	<u>2,102,429</u>	<u>2,121,083</u>
Net bond revenues (debt service)	<u>\$ (12)</u>	<u>\$ (7,126)</u>	<u>\$ 346,764</u>	<u>\$ (1,271,548)</u>	<u>\$ (924,784)</u>

Measure M2
Schedule of Revenues and Expenditures Summary
as of December 31, 2011
(Unaudited)

Project	Description	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Dec 31, 2011 (N)	Reimbursements through Dec 31, 2011 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
	(G)										
	(\$ in thousands)										
Freeways (43% of Net Tax Revenues)											
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 6,338	\$ 592,118	\$ 592,098	\$ 592,098	\$ 20	\$ -	\$ 256	\$ -	\$ 256	0.0%
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	15,981	1,493,094	1,320,282	1,320,282	172,812	-	11,755	36	11,719	0.9%
E	SR-22 Garden Grove Freeway Access Improvements	1,618	151,179	151,178	151,178	1	-	3	-	3	0.0%
F	SR-55 Costa Mesa Freeway Improvements	4,935	461,097	460,759	460,759	338	-	1,325	-	1,325	0.3%
G	SR-57 Orange Freeway Improvements	3,489	325,964	308,064	308,064	17,900	-	25,905	2,515	23,390	7.6%
H,I,J	SR-91 Riverside Freeway Improvements	19,977	1,866,401	1,862,991	1,862,991	3,410	-	14,865	5,306	9,559	0.5%
K,L	I-405 San Diego Freeway Improvements	11,053	1,032,660	610,674	610,674	421,986	-	12,435	590	11,845	1.9%
M	I-605 Freeway Access Improvements	270	25,197	25,197	25,197	-	-	-	-	-	0.0%
N	All Freeway Service Patrol	2,023	188,974	188,974	188,974	-	-	-	-	-	0.0%
	Freeway Mitigation	3,458	323,046	278,880	278,880	44,166	-	26,426	-	26,426	9.5%
	Subtotal Projects	69,142	6,459,730	5,799,097	5,799,097	660,633	-	92,970	8,447	84,523	
	Net (Bond Revenue)/Debt Service	-	-	660,633	660,633	(660,633)	-	5,203	-	5,203	
	Total Freeways	\$ 69,142	\$ 6,459,730	\$ 6,459,730	\$ 6,459,730	\$ -	\$ -	\$ 98,173	\$ 8,447	\$ 89,726	
	%				43.0%					40.8%	
Street and Roads Projects (32% of Net Tax Revenues)											
O	Regional Capacity Program	\$ 16,080	\$ 1,502,281	\$ 1,366,320	\$ 1,366,320	\$ 135,961	\$ -	\$ 69,610	\$ 12,622	\$ 56,988	4.2%
P	Regional Traffic Signal Synchronization Program	6,431	600,886	600,739	600,739	147	-	469	-	469	0.1%
Q	Local Fair Share Program	28,943	2,704,073	2,704,073	2,704,073	-	-	15,391	-	15,391	0.6%
	Subtotal Projects	51,454	4,807,240	4,671,132	4,671,132	136,108	-	85,470	12,622	72,848	
	Net (Bond Revenue)/Debt Service	-	-	136,108	136,108	(136,108)	-	3,537	-	3,537	
	Total Street and Roads Projects	\$ 51,454	\$ 4,807,240	\$ 4,807,240	\$ 4,807,240	\$ -	\$ -	\$ 89,007	\$ 12,622	\$ 76,385	
	%				32.0%					34.8%	

Measure M2
Schedule of Revenues and Expenditures Summary
as of December 31, 2011
(Unaudited)

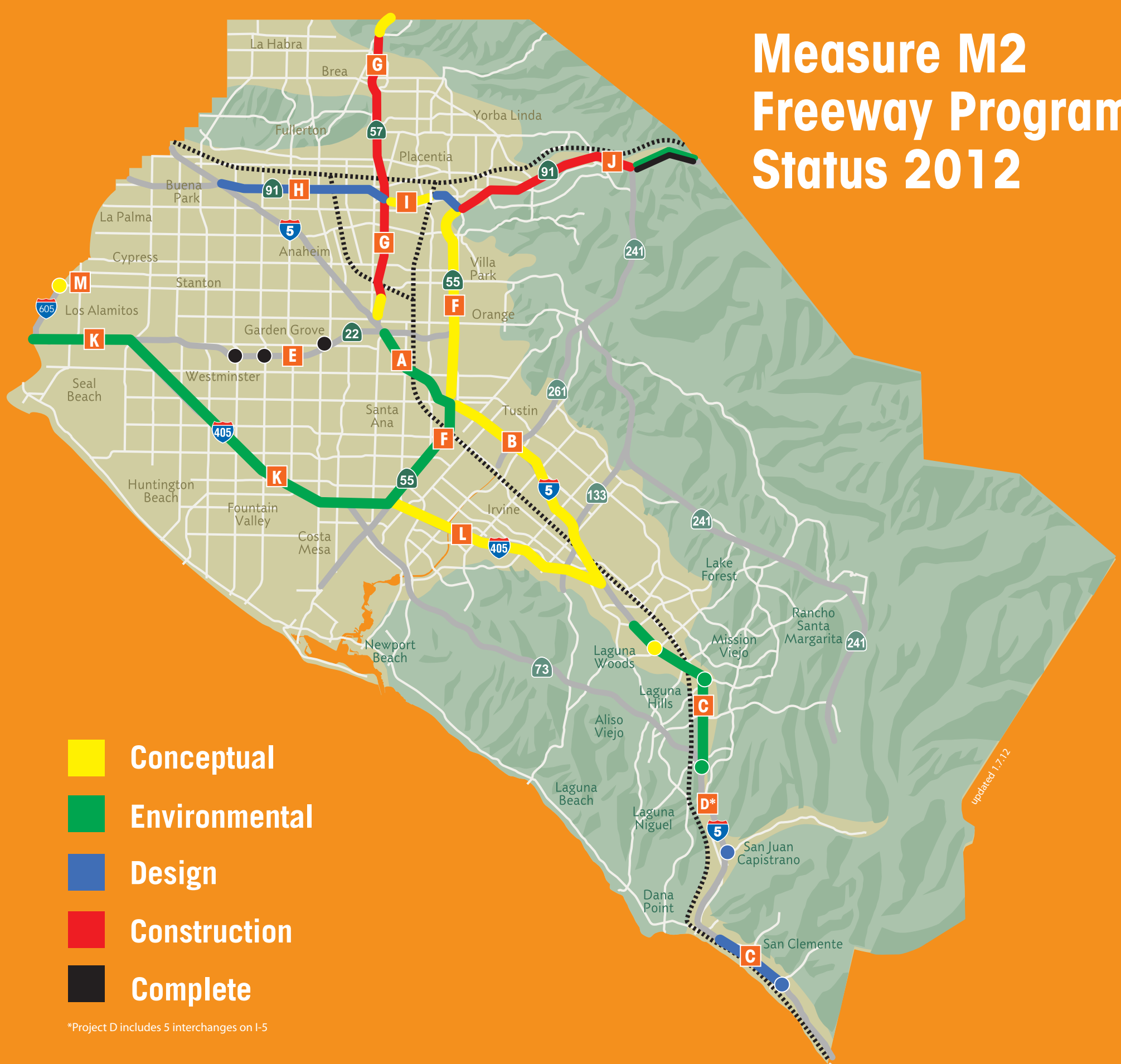
Project	Description	Net Tax Revenues Program to date Actual (G)	Total Net Tax Revenues (H)	Project Budget (I)	Estimate at Completion (J)	Variance Total Net Tax Revenues to Est at Completion (K)	Variance Project Budget to Est at Completion (L)	Expenditures through Dec 31, 2011 (M)	Reimbursements through Dec 31, 2011 (N)	Net Project Cost (O)	Percent of Budget Expended (P)
	(\$ in thousands)										
	Transit Projects (25% of Net Tax Revenues)										
R	High Frequency Metrolink Service	\$ 14,394	\$ 1,344,848	\$ 1,293,265	\$ 1,293,265	\$ 51,583	\$ -	\$ 89,885	\$ 41,830	\$ 48,055	3.7%
S	Transit Extensions to Metrolink	14,194	1,326,150	1,317,796	1,317,796	8,354	-	75	-	75	0.0%
T	Metrolink Gateways	3,216	300,506	233,735	233,735	66,771	-	2	-	2	0.0%
U	Expand Mobility Choices for Seniors and Persons with Disabilities	4,823	450,626	450,626	450,626	-	-	2,576	-	2,576	0.6%
V	Community Based Transit/Circulators	3,215	300,373	300,373	300,373	-	-	-	-	-	0.0%
W	Safe Transit Stops	355	33,154	33,154	33,154	-	-	-	-	-	0.0%
	Subtotal Projects	40,197	3,755,657	3,628,949	3,628,949	126,708	-	92,538	41,830	50,708	
	Net (Bond Revenue)/Debt Service	-	-	126,708	126,708	(126,708)	-	2,963	-	2,963	
	Total Transit Projects	\$ 40,197	\$ 3,755,657	\$ 3,755,657	\$ 3,755,657	\$ -	\$ -	\$ 95,501	\$ 41,830	\$ 53,671	
	%				25.0%					24.4%	
	Measure M2 Program	\$ 160,793	\$ 15,022,627	\$ 15,022,627	\$ 15,022,627	\$ -	\$ -	\$ 282,681	\$ 62,899	\$ 219,782	

Measure M2
Schedule of Revenues and Expenditures Summary
as of December 31, 2011
(Unaudited)

Project	Description	Revenues Program to date Actual (H.1)	Total Revenues (I.1)	Project Budget (J)	Estimate at Completion (K)	Variance Total Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Dec 31, 2011 (N)	Reimbursements through Dec 31, 2011 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
	(G)										
	(\$ in thousands)										
	Environmental Cleanup (2% of Revenues)										
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 3,676	\$ 317,797	\$ 316,462	\$ 316,462	\$ 1,335	\$ -	\$ 2,060	\$ -	\$ 2,060	0.7%
	Net (Bond Revenue)/Debt Service	-	-	1,335	1,335	(1,335)	-	127	-	127	
	Total Environmental Cleanup	<u>\$ 3,676</u>	<u>\$ 317,797</u>	<u>\$ 317,797</u>	<u>\$ 317,797</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 2,187</u>	<u>\$ -</u>	<u>\$ 2,187</u>	
	%				<u>2.0%</u>					<u>1.2%</u>	
	Taxpayer Safeguards and Audits										
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 2,757	\$ 232,874	\$ 232,874	\$ 232,874	\$ -	\$ -	\$ 1,907	\$ -	\$ 1,907	0.8%
	%				<u>1.5%</u>					<u>1.0%</u>	
	Oversight and Annual Audits (1% of Revenues)	\$ 1,838	\$ 158,899	\$ 158,899	\$ 158,899	\$ -	\$ -	\$ 5,298	\$ 4,333	\$ 965	0.6%
	%				<u>1.0%</u>					<u>0.5%</u>	

M2 Freeway Program Status 2012 (Map)

Measure M2 Freeway Program Status 2012



updated 1.7.12

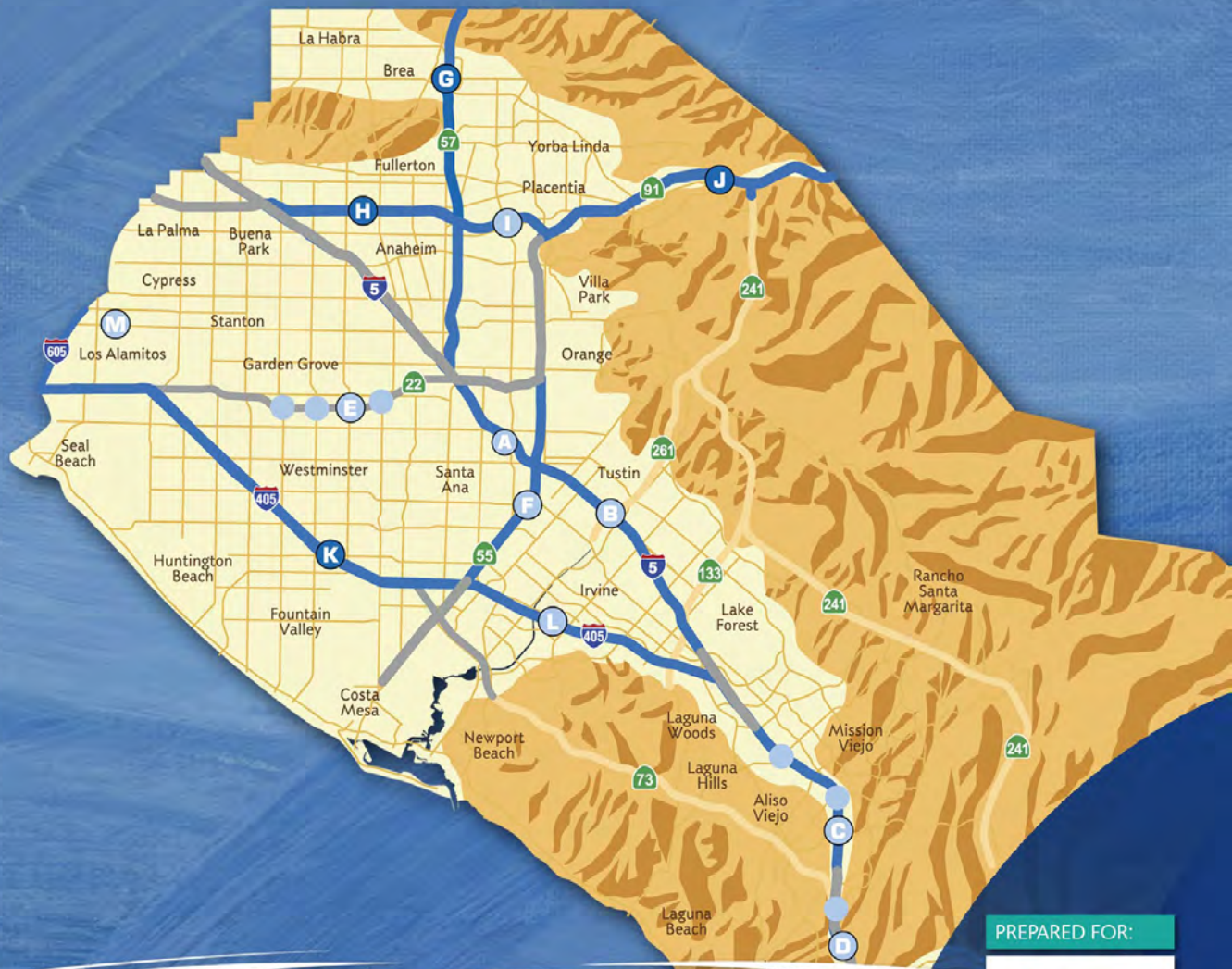
*Project D includes 5 interchanges on I-5

Measure M2 Freeway Plan
February 2012



FEBRUARY 2012

Measure M2 Freeway Plan



PREPARED FOR:



PREPARED BY:



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SECTION 1: _____ MEASURE M2 OVERVIEW

INTRODUCTION

On November 6, 1990, Orange County voters approved Measure M, the first half-cent local transportation sales tax in Orange County. Measure M was in place for twenty years and concluded on March 31, 2011. All of the major projects promised to and approved by the voters in Measure M are now complete.

CONTINUED INVESTMENT NEEDED

The primary focus of Measure M was addressing existing congestion resulting from two decades of constrained funding for transportation programs in California. While Measure M achieved that goal, Orange County continued to grow.

RENEWING MEASURE M

On November 7, 2006, the half-cent local transportation sales tax was extended for an additional 30 years in the form of Measure M2 (M2). The M2 Transportation Investment Plan is a 30-year (2011-2041) program designed to address both existing and future transportation needs in Orange County by upgrading key freeways, fixing major freeway interchanges, improving and maintaining streets and roads, synchronizing traffic signals countywide, improving Metrolink and its connections to communities, providing new and expanded community based transit, and protecting our environment.

FREEWAYS

Improving Orange County freeways is the largest of the three major programs (freeways, streets and roads and transit) in the M2 program: Forty-three percent of net revenues will be invested in new freeway construction. Relieving congestion on the Riverside/Artesia Freeway (SR-91) is the centerpiece of the M2 freeway program, and will include new lanes and improved interchanges. Other major projects will make substantial improvements on Interstate 5 (I-5) from central to southern Orange County, the San Diego Freeway (I-405), the Orange Freeway (SR-57) and the Costa Mesa Freeway (SR-55). I-5 will also be improved between SR-57 (the "Orange Crush interchange) and SR-55. Under the Plan, major traffic chokepoints on almost every Orange County freeway will be improved.

M2 CAPITAL ACTION PLAN

Although M2 was approved in November 2006, the sales tax collections did not begin until April 1, 2011. In order to expedite some of this work, OCTA instituted an Early Action Plan (EAP) that advanced the development of nine freeway projects before April 2011. The plan used state infrastructure bonds, federal stimulus funds, and other debt financing to start the projects early. The EAP included the advancement of conceptual design, environmental clearance, design, and construction of a number of projects. With the M2 program now under way, the EAP has been transitioned to the Capital Action Plan (CAP) and was expanded to its current list (see Table 1).

M2 ACCOMPLISHMENTS

As a result of the CAP, much progress has been made in executing the M2 program since the voters approved the renewal of Measure M in 2006. The following is a summary of the progress made through December 2011.

- ❖ Project A - Interstate 5 (SR-55 to SR-57): A Project Study Report was prepared to identify ways to relieve freeway congestion along the corridor which included looking at adding a second High Occupancy Vehicle (HOV) lane on I-5 between SR-55 and SR-57 in the City of Santa Ana. The study looked at ways to increase capacity and improve traffic flow through this section of I-5 that connects four major freeways in central Orange County. The project is intended to provide additional capacity needed to accommodate HOV traffic from the direct HOV connectors at both the SR-55 and SR-57 interchanges. The Project Study Report was completed and the project is now in the environmental phase with completion of the environmental document anticipated in 2013.
- ❖ Projects C/D - Interstate 5 (I-405 to Avenida Pico): A Project Study Report was prepared to identify options to increase capacity of the I-5 corridor between Avenida Pico and Pacific Coast Highway through the cities of San Juan Capistrano, Dana Point and San Clemente. This study evaluated the benefits of extending the existing high-occupancy vehicle (HOV) lanes on I-5 that presently terminate south of Camino



Capistrano in the City of San Juan Capistrano to Avenida Pico in the City of San Clemente. As this project moved into the environmental phase, improvements to the Avenida Pico interchange (Project D) were incorporated into the study. The environmental phase was completed in 2011 with the design phase being initiated that same year.

- ❖ Projects C/D - Interstate 5 (El Toro Road to SR-73): A Project Study Report was prepared in 2011 to analyze options to improve the I-5 between El Toro Road in the City of Lake Forest and SR-73 in the City of Mission Viejo. The study evaluated the feasibility of lane additions within this corridor and possible improvements to key freeway interchanges such as La Paz Road and Avery Parkway to reduce traffic congestion in the area. This project is now in the environmental phase and is anticipated to be complete in late 2014.
- ❖ Project D - Interstate 5/State Route 74 Interchange: In December 2008, the City Council of San Juan Capistrano approved the selection of a locally preferred alternative. The Project Report, Environmental Document and Modified Access Report were approved in May 2009 and the Design phase was initiated in January 2009 and is scheduled for completion later this year. Construction is anticipated to be complete in 2014.
- ❖ Project F - State Route 55 (I-405 to I-5): A Project Study Report was prepared to analyze options to improve the SR-55 between I-405 and I-5, passing through the cities of Tustin, Santa Ana, and Irvine. The study evaluated the feasibility of lane additions within this corridor and possible improvements to key interchanges to reduce traffic congestion in the area. This project is currently in the environmental phase and is anticipated to be complete in late 2013.
- ❖ Project G - State Route 57 Northbound Widening: Construction is underway for a new northbound lane on SR-57 from Orangethorpe Avenue to Lambert Road through the cities of Placentia, Fullerton and Brea with completion in July 2014. Additionally, construction will begin to add a new northbound lane on SR-57 between Katella Avenue and Lincoln

Avenue in the Anaheim area in late 2011 with completion in 2014/2015.

- ❖ Project H - State Route 91 (I-5 to SR-57): This project is currently in design to add a new westbound lane to the freeway between the I-5 and the SR-57 in the City of Anaheim. Construction is scheduled to begin in early 2013 and is anticipated to be complete in late 2015.
- ❖ Project I - State Route 91 (SR-57 to SR-55): A feasibility study was prepared to identify options for improving the SR-91/SR-55 interchange and adding capacity along SR-91 between SR-57 and SR-55. A Project Study Report is currently being prepared to further analyze these options. The Project Study Report is anticipated to be complete in early 2013.
- ❖ Project J - State Route 91 (SR-55 to I-15): Three projects are being advanced along SR-91 to relieve traffic congestion in the corridor connecting Orange County and Riverside County. Construction of a new eastbound lane between SR-241 and SR-71 in Riverside County was completed in January 2011. This project extended the existing eastbound auxiliary lane that terminated before Green River Road to the SR-71 interchange. Construction is underway to add one new lane in each direction along SR-91 from SR-55 to SR-241. This project is anticipated to be completed in late 2012/early 2013 and will improve freeway capacity through the cities of Anaheim and Placentia. The third project is being advanced by the Riverside County Transportation Commission (RCTC) and is a two-phase (initial & ultimate) project that will add capacity on SR-91 each way between SR-241 in the City of Anaheim to I-15 in the City of Corona. Scheduled for completion by 2017, the initial phase of the project is being funded by RCTC and will add one eastbound lane and one westbound lane of capacity between SR-241 and the Riverside County line. The ultimate project will provide one additional eastbound and westbound lane of capacity between SR-241 and the Riverside County line. A schedule for delivery of the ultimate improvements has not yet been established.

- ❖ Project K - Interstate 405 (I-605 to SR-55): A Project Study Report was prepared to analyze the addition of one or two new lanes each way on I-405 between SR-55 and I-605. These improvements will add mainline capacity and improve key interchanges along the corridor that serves the cities of Santa Ana, Costa Mesa, Fountain Valley, Huntington Beach, Westminster, Seal Beach, and Los Alamitos. This project is currently in the environmental phase and is anticipated to be complete in 2012.

FREEWAY PLAN SUMMARY

The M2 Freeway Plan includes an overview of issues and needs, time frames for project packages to improve mobility on Orange County freeway facilities. Project descriptions include some conceptual lane diagrams (as appropriate), cost estimates based upon 2011 and year of expenditure (YOE), and discussion of key considerations that need to be addressed in the planning and development of each project. This Plan will provide OCTA and other partner agencies with a framework to implement M2 improvements. Future plan updates will continue to refine the scope, cost, and schedule of each project

included in this version of the plan. Table 1 summarizes the various projects in the 2012 Plan, and they are outlined below by implementation schedule (see Section 2 for detailed project summaries):

- ❖ The first set of twelve (12) freeway projects is included in the CAP and is anticipated to be completed by 2022 at a total cost of approximately \$3.3 billion. As noted in the project summaries, the status of these projects falls into one of the following phases: 1) environmental phase, 2) design phase, 3) in construction, or 4) construction complete. Execution of subsequent phases will be subject to OCTA Board approval.
- ❖ The second set of nine (9) freeway projects is included in the M2 freeway program, but is not included in the CAP. Also included is the Freeway Service Patrol program. These projects are anticipated to be completed by 2040 at a total cost of approximately \$1.5 billion. As noted in the project summaries, the status of these projects falls into one of the following phases: 1) preliminary engineering, or 2) environmental phase.

Table 1 –Measure M2 Freeway Plan Projects

Project	Project Summary	Cost (2011 \$M)	Cost (YOE \$M)
<u><i>Capital Action Plan Freeway Projects</i></u>			
A	I-5 Widening (SR-55 to SR-57)	40.2	46.4
C / D	I-5 Widening (PCH to Avenida Pico)	239.5	259.3
C / D	I-5 Widening (El Toro Road to SR-73)	471.8	558.75
D	I-5/SR-74 (Ortega Hwy) Interchange Improvements	80.7	90.9
E	SR-22 Access Improvements	0*	0*
F	SR-55 Widening (I-405 to I-5)	207.3	274.9
G	SR-57 Widening (Orangethorpe Avenue to Lambert Road)	114.0	114.0
G	SR-57 Widening (Katella Avenue to Lincoln Avenue)	37.8	37.8
H	SR-91 Widening (I-5 to SR-57)	67.5	78.1
I	SR-91 Widening (SR-55 to Tustin Avenue)	45.6	49.9
J	SR-91 Widening (SR-55 to SR-71)	141.1	141.1
K	I-405 Widening (I-605 to SR-55)	1,533.3	1,712.8
<u><i>Future Freeway Projects</i></u>			
B	I-5 Widening (SR-55 to I-405)	424.8	N/A
D	I-5 at El Toro Road Interchange Improvements	60.1	N/A
F	SR-55 Widening (I-5 to SR-22)	70.5	N/A
G	SR-57 NB Widening (Orangewood Avenue to Katella Avenue)	14.7	N/A
G	SR-57 NB Widening (Lambert Road to County Line)	82.4	N/A
I	SR-91 Widening (SR-57 to SR-55)	307.2	N/A
J	SR-91 Widening (SR-241 to I-15)	124.0**	N/A
L	I-405 Widening (SR-55 to I-5)	322.9	N/A
M	I-605/Katella Ave Interchange Improvements	22.2	N/A
N	Freeway Service Patrol	189.1	N/A

* - Delivered with the SR-22 HOV Lane Project in 2007

** - Reserve funding for ultimate improvements

FREEWAY PLAN

OVERVIEW

A substantial component of the Measure M2 Transportation Investment Plan is a multi-billion program designed to reduce traffic congestion, strengthen our economy and improve our quality of life by upgrading key freeways and improving major freeway interchanges. Honoring its commitment to the Orange County voters, the Authority has developed the Measure M2 Freeway Plan (Plan), which will serve as a critical tool that enables the Authority to successfully manage and deliver this monumental program over the next 30-years and build upon the tremendous success of the original Measure M program.

The Plan captures the key relationships between project cost and biddability, financial capacity, facility priority and program phasing, and includes updated freeway cost estimates, proposed project segments and phasing, project summary fact sheets, and integration of OCTA's financial capacity. The Plan describes projects, implementation schedules, key considerations, benefits, and costs for major projects through 2041. The projects are grouped into two categories: 1) freeway projects that are currently included in the CAP, and 2) freeway projects that are in the M2 freeway program, but not currently included in the CAP.

Each of the project improvements includes an estimate of project schedules. Schedules for implementation of the

packages can be heavily influenced by the engineering and environmental complexities of each specific project.

It is important to note that implementing various time saving measures, such as design-build or contractor incentives for early completion may potentially reduce project schedules. The implementation phases are defined as follows:

- ❖ **Preliminary Engineering = Project Study Report (PSR)** – Conceptual planning and engineering phase that allows for programming of funds. This phase also includes feasibility studies conducted prior to formal initiation of the PSR phase.
- ❖ **Environmental = Project Approval/Environmental Documentation (PA/ED)** – The detailed concept design that provides environmental clearance for the project and programs for design and right of way acquisition.
- ❖ **Design = Plans, Specifications and Estimates (PS&E)** – Provide detailed design to contractors for construction bidding and implementation.
- ❖ **Construction** = The project has completed construction and will provide congestion relief to motorists.

The intent of these Plan project packages is to provide an action list for OCTA to pursue in the project development process.

CAPITAL ACTION PLAN FREEWAY PROJECTS

The OCTA Board of Directors approved CAP includes 12 freeway projects that are scheduled to be completed by 2022 at a total estimated cost of \$3.0 billion in 2011 dollars (\$3.4 billion in YOE dollars). An overview of the CAP freeway projects is provided below. Detailed project fact sheets are provided on the following pages.

Project	Project Summary	Cost (2011 \$M)	Cost (YOE \$M)
A	I-5 Widening (SR-55 to SR-57)	40.2	46.4
C / D	I-5 Widening (PCH to Avenida Pico)	239.5	259.3
C / D	I-5 Widening (El Toro to SR-73)	471.8	558.7
D	I-5/SR-74 (Ortega Hwy) Interchange Improvements	80.7	90.9
E	SR-22 Access Improvements	0*	0*
F	SR-55 Widening (I-405 to I-5)	207.3	274.9
G	SR-57 Widening (Orangethorpe Avenue to Lambert Road)	114.0	114.0
G	SR-57 Widening (Katella Avenue to Lincoln Avenue)	37.8	37.8
H	SR-91 Widening (I-5 to SR-57)	67.5	78.1
I	SR-91 Widening (SR-55 to Tustin Avenue)	45.6	49.9
J	SR-91 Widening (SR-55 to SR-71)	141.1	141.1
K	I-405 Widening (I-605 to SR-55)	1,533.3	1,712.8

* - Delivered with the SR-22 HOV Lane Project in 2007

Figure 2-1 – Summary of Capital Action Plan Freeway Projects



Project A

Anticipated Completion: 2017

Project Cost Estimate (2011):

Capital Cost	\$ 26,474,000
R/W Cost	\$ 20,000
Support Cost	\$ 8,265,000
Management & Contingency	\$ 5,462,000
Total Project Cost	\$ 40,221,000

Project Cost Estimate (YOE):

Capital Cost	\$ 30,691,000
R/W Cost	\$ 24,000
Support Cost	\$ 9,346,000
Management & Contingency	\$ 6,295,000
Total Project Cost	\$ 46,356,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	2013
Design	24 months
Construction	24 months

I-5 Widening (SR-55 to SR-57)

Project Description

Reduce freeway congestion by adding a second HOV lane, northbound and southbound, on Interstate 5 (I-5) between State Route 55 (SR-55) and State Route 57 (SR-57).

Additionally, this project will relieve congestion on I-5 in Santa Ana through improvements at the I-5/SR-55 interchange area between the Fourth Street and SR-55. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Key Considerations

The HOV lane improvement project proposes to utilize the available right of way to add a second continuous ingress/egress HOV lane.

The I-5/SR-55 interchange improvement project should be coordinated with Project F, and may require special landscaping, treatment of runoff, biological resources permitting, hazardous lead disposal, and noise barriers.

Benefits

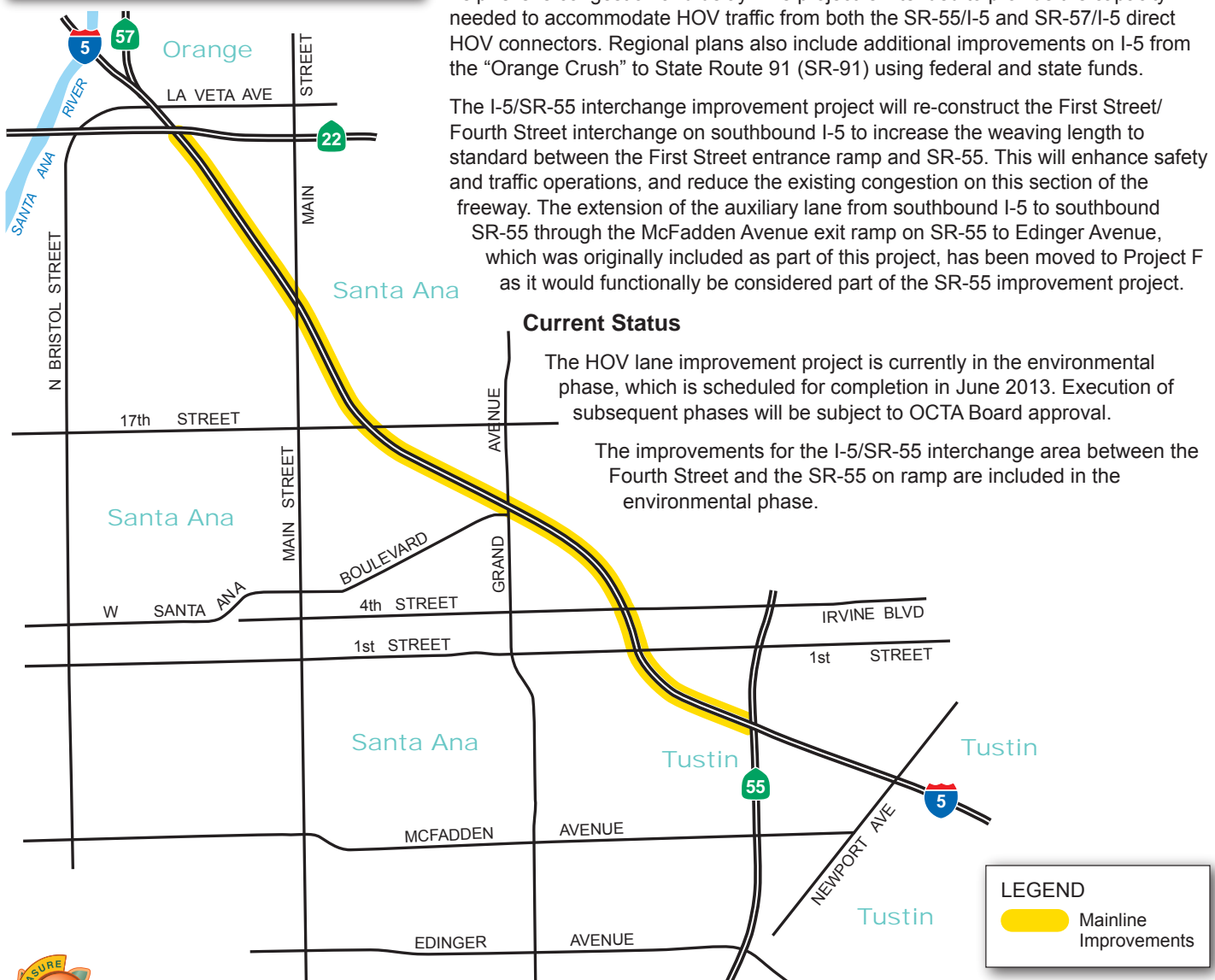
The purpose of the HOV lane improvement project is to increase the capacity of the HOV facility on I-5 in Santa Ana to meet traffic demands and eliminate bottlenecks to help relieve congestion and delay. The project is intended to provide the capacity needed to accommodate HOV traffic from both the SR-55/I-5 and SR-57/I-5 direct HOV connectors. Regional plans also include additional improvements on I-5 from the "Orange Crush" to State Route 91 (SR-91) using federal and state funds.

The I-5/SR-55 interchange improvement project will re-construct the First Street/ Fourth Street interchange on southbound I-5 to increase the weaving length to standard between the First Street entrance ramp and SR-55. This will enhance safety and traffic operations, and reduce the existing congestion on this section of the freeway. The extension of the auxiliary lane from southbound I-5 to southbound SR-55 through the McFadden Avenue exit ramp on SR-55 to Edinger Avenue, which was originally included as part of this project, has been moved to Project F as it would functionally be considered part of the SR-55 improvement project.

Current Status

The HOV lane improvement project is currently in the environmental phase, which is scheduled for completion in June 2013. Execution of subsequent phases will be subject to OCTA Board approval.

The improvements for the I-5/SR-55 interchange area between the Fourth Street and the SR-55 on ramp are included in the environmental phase.



Project C / Project D
Anticipated Completion: 2018

Project Cost Estimate (2011):

Capital Cost	\$ 154,264,000
R/W Cost	\$ 8,224,000
Support Cost	\$ 53,468,000
Management & Contingency	\$ 23,509,000
Total Project Cost	\$ 239,463,000

Project Cost Estimate (YOE):

Capital Cost	\$ 165,656,000
R/W Cost	\$ 8,726,000
Support Cost	\$ 59,474,000
Management & Contingency	\$ 25,462,000
Total Project Cost	\$ 259,318,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	Completed
Design 2015	
Construction 2018	

Project Description

Extend the HOV lanes on Interstate 5 (I-5) from Camino Capistrano to Avenida Pico to reduce freeway congestion in the cities of San Juan Capistrano, Dana Point and San Clemente. The project also includes major interchange improvements at Avenida Pico as previously listed in Project D. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Key Considerations

The right of way acquisition process at the Avenida Pico interchange will have to be closely monitored due to the acquisition of a few commercial properties.

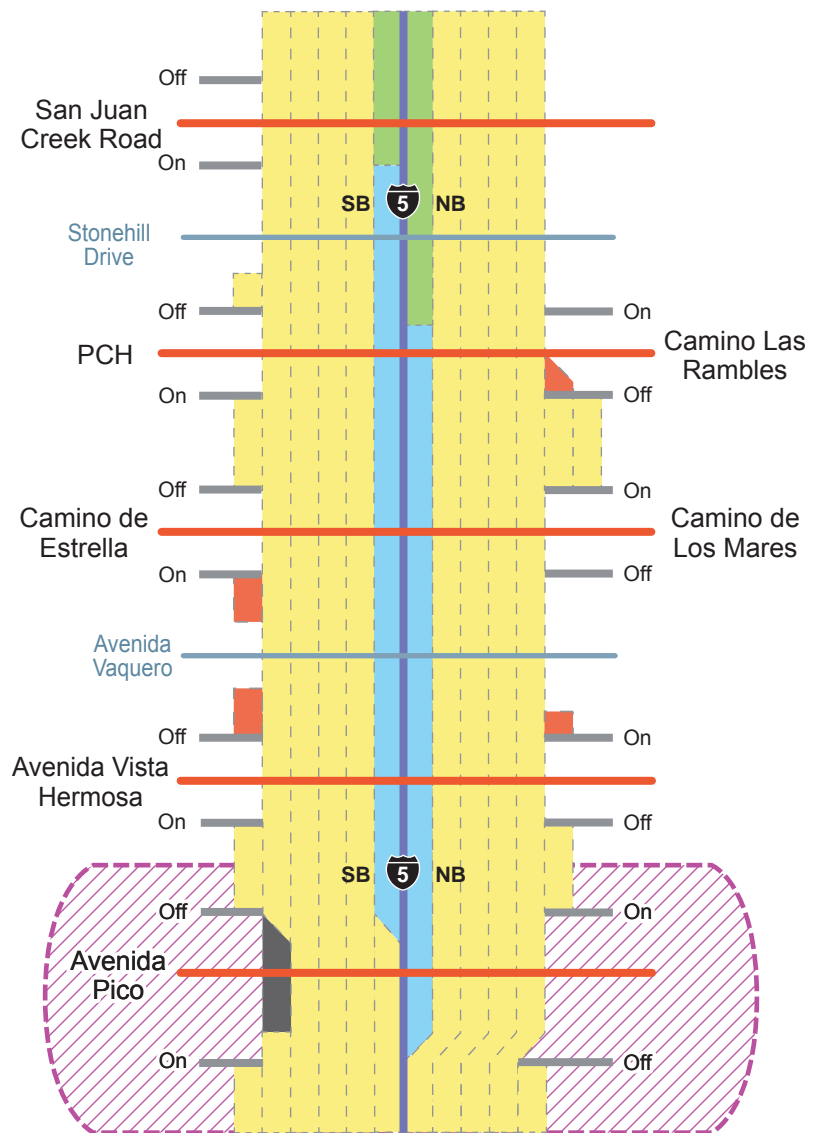
Benefits

The improvement project on I-5 between PCH and Avenida Pico would consist of extending the HOV lane between Camino Capistrano and Avenida Pico southbound, and Avenida Pico and PCH northbound. By providing a continuous flow of HOV lanes this project will also eliminate a southbound lane drop at Pacific Coast Highway and enable more efficient operation of general purpose lanes, and also serve projected traffic volumes for the year 2035 at an acceptable level of service (LOS).

Current Status

The project is currently in the design phase, which is scheduled for completion in January 2015. The major interchange improvements at Avenida Pico (formerly Project D) are included in the design phase.

I-5 Widening (PCH to Avenida Pico)



LEGEND

- Existing Highway / Freeway
- Existing Local Roadway
- Interchange/Ramp
- Existing HOV Lane
- Existing Lane
- Project Improvement Lane
- Project Auxiliary Lane
- Project HOV Lane
- Interchange Improvements



Project C / Project D

Anticipated Completion: 2022

Project Cost Estimate (2011):

Capital Cost	\$ 245,143,000
R/W Cost	\$ 76,796,000
Support Cost	\$ 83,012,000
Management & Contingency	\$ 66,880,000
Total Project Cost	\$ 471,831,000

Project Cost Estimate (YOE):

Capital Cost	\$ 290,300,000
R/W Cost	\$ 90,943,000
Support Cost	\$ 98,303,000
Management & Contingency	\$ 79,200,000
Total Project Cost	\$ 558,746,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	2014
Design	24 months
Construction	36 months

Project Description

Add new lanes to Interstate 5 (I-5) from the vicinity of the El Toro Road Interchange in the City of Lake Forest to the vicinity of State Route 73 (SR-73) in the City of Mission Viejo. The project will also include major improvements at the Avery Parkway and La Paz interchanges as part of Project D. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Current traffic volume on I-5 near the El Toro "Y" is about 342,000 vehicles per day. This volume will increase in the future by 35 percent, bringing it up to 460,000 vehicles per day.

Key Considerations

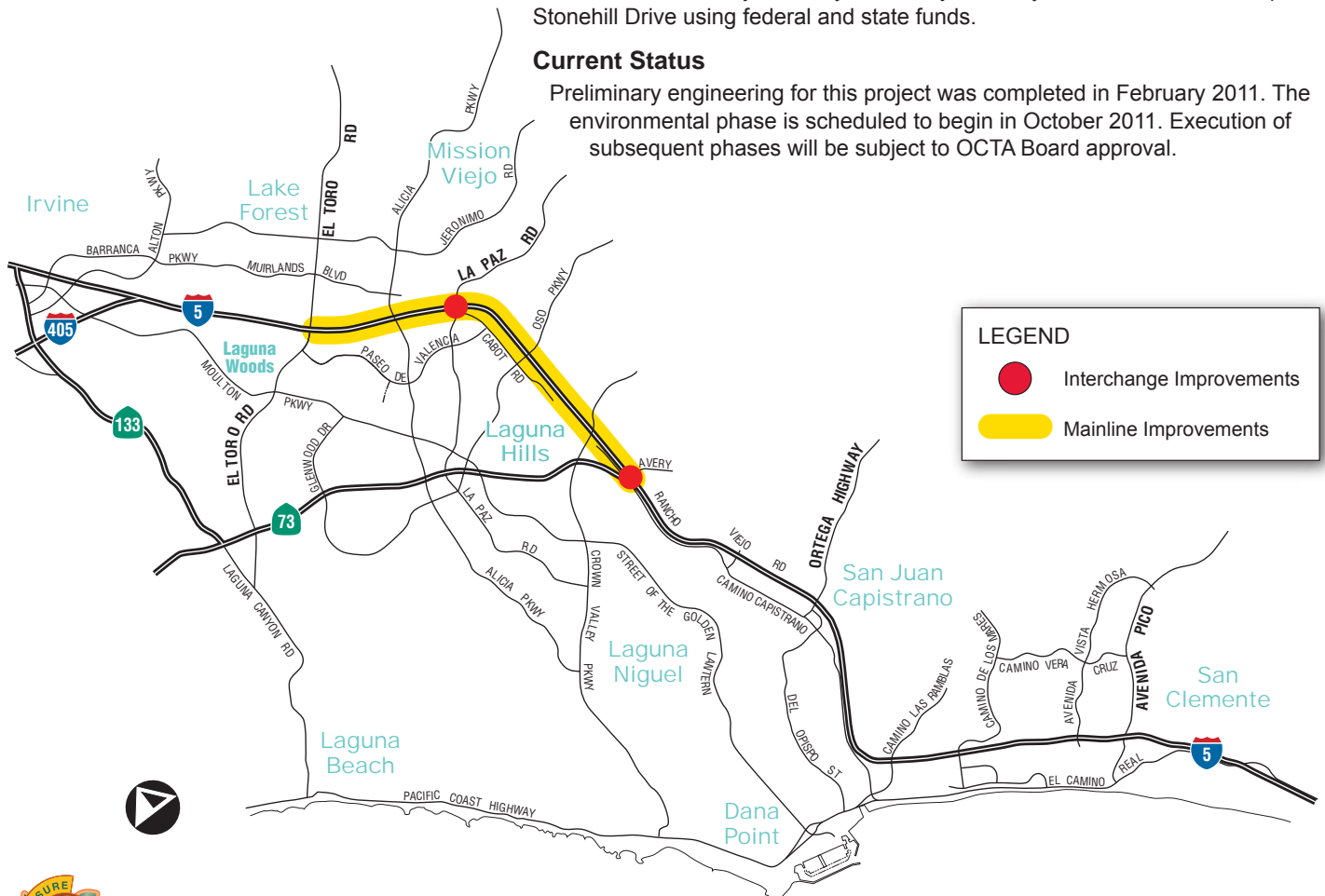
Mainline improvements will need to be closely coordinated with the El Toro Road interchange improvements provided under Project D. The I-5/La Paz Road interchange improvement project proposes to reconstruct the La Paz Road Undercrossing, which involves raising the I-5 profile grade and lowering the La Paz Road profile grade. The I-5/Avery Parkway interchange improvement project proposes to reconstruct the Avery Parkway Undercrossing, which involves raising the I-5 profile.

Benefits

The improvement project on I-5 between El Toro 'Y' and SR-73 would consist of adding (1) lane in each direction which would help alleviate congestion and reduce delay. The interchange improvement projects I-5/La Paz Road and I-5/Avery Parkway will each reduce chokepoints and congestion, as well as accommodate forecast traffic demands on the local roads at each interchange. Regional plans also include construction of a new freeway access point between Crown Valley Parkway and Avery Parkway as well as new off ramps at Stonehill Drive using federal and state funds.

Current Status

Preliminary engineering for this project was completed in February 2011. The environmental phase is scheduled to begin in October 2011. Execution of subsequent phases will be subject to OCTA Board approval.



Project D

Anticipated Completion: 2014

Project Cost Estimate (2011):

Capital Cost	\$ 34,437,000
R/W Cost	\$ 25,511,000
Support Cost	\$ 17,320,000
Management & Contingency	\$ 3,424,000
Total Project Cost	\$ 80,692,000

Project Cost Estimate (YOE):

Capital Cost	\$ 38,814,000
R/W Cost	\$ 28,753,000
Support Cost	\$ 19,521,000
Management & Contingency	\$ 3,859,000
Total Project Cost	\$ 90,947,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	Completed
Design	2012
Construction	2014

Project Description

The project proposes improvements to the Interstate 5 (I-5) interchange at State Route 74 (SR-74) in south Orange County. Improvements include widening SR-74, modifying entrance and exit ramps, and replacing the existing bridge structure, modifying entrance and exit ramps, and modifying or replacing existing bridge structures.

Key Considerations

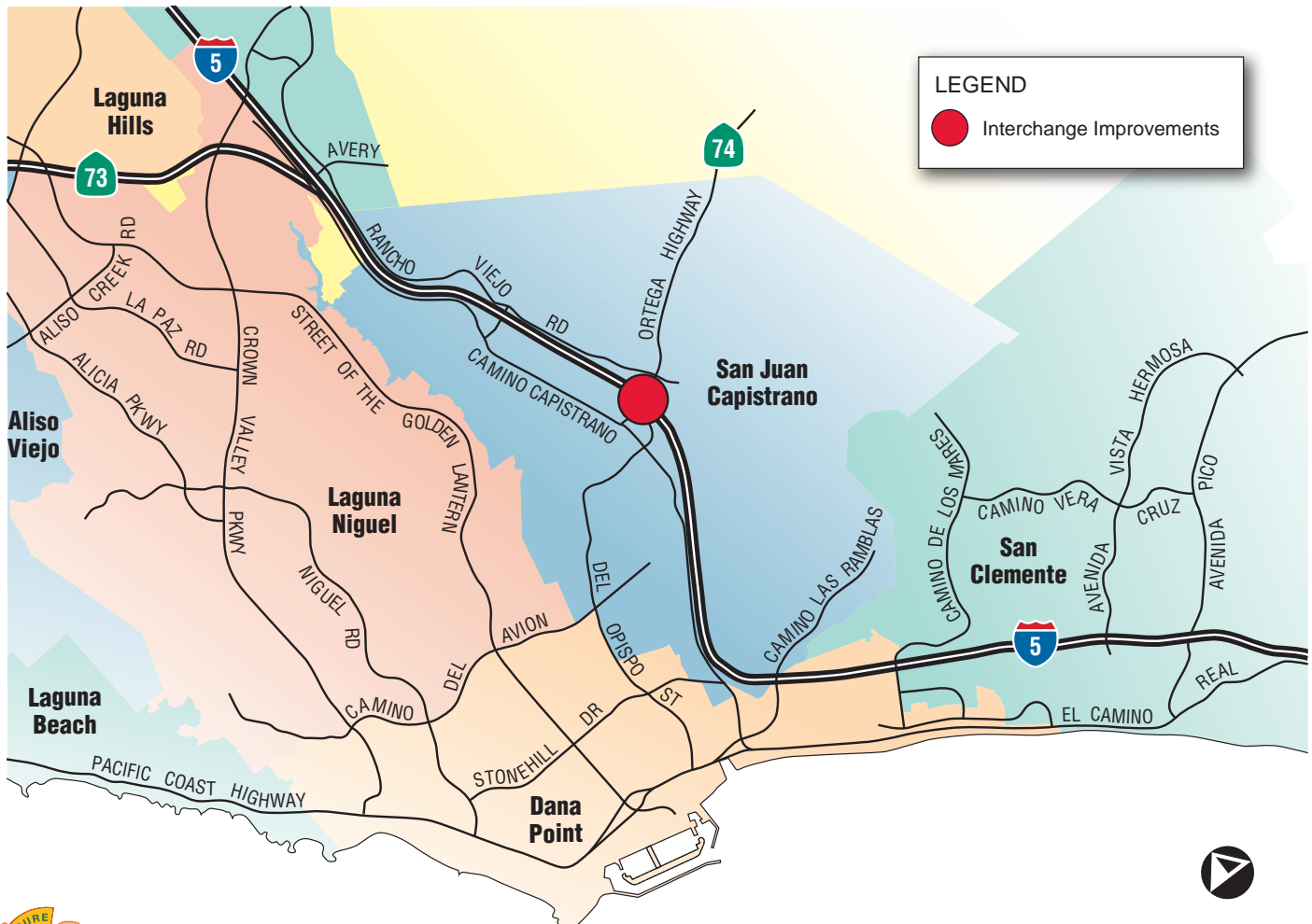
The I-5/SR-74 (Ortega Hwy) interchange improvement project will replace the freeway overcrossing and result in a deeper bridge superstructure. This will require the SR-74 roadway and bridge profile to be raised to maintain the minimum required vertical clearance. Also, the project has substantial right of way acquisition.

Benefits

The purpose of the I-5/SR-74 (Ortega Hwy) interchange improvement project is to eliminate a chokepoint, reduce congestion, and accommodate forecast traffic demands on SR-74 at this interchange.

Current Status

This project completed the environmental phase in May 2009. The San Juan Capistrano City Council approved the selection of a locally preferred alternative consistent with alternative 3 in the Environmental Document. The design phase is in progress and scheduled for completion in March 2012. Construction is scheduled to begin in April 2012.



Project E

Project Completion: 2007

Project Cost Estimate:

Total Project Cost Complete

Project Description

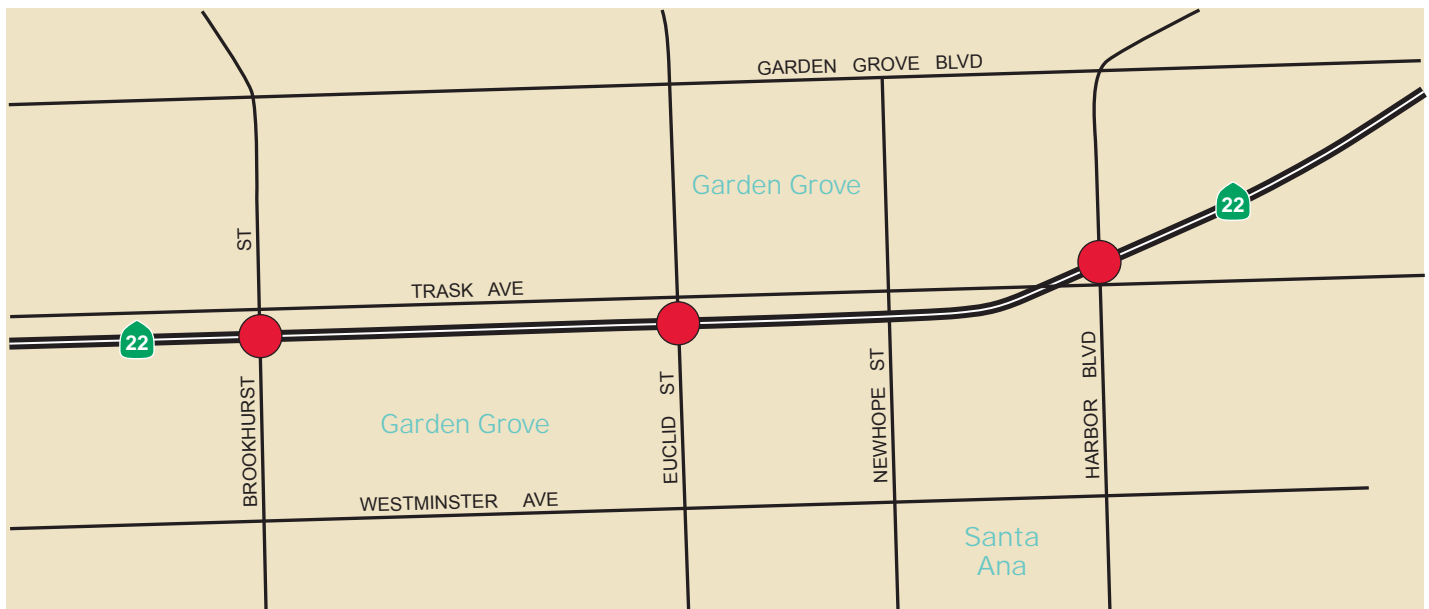
Construct interchange improvements at Euclid Street, Brookhurst Street and Harbor Boulevard to reduce freeway and street congestion near these interchanges. Specific improvements were developed in cooperation with local jurisdictions and affected communities.

Benefits

Regional plans also include the construction of new freeway-to-freeway carpool ramps to the State Route 22 (SR-22)/Interstate 405 (I-405) interchange.

Current Status

The project improvements were constructed as part of the SR-22 HOV project completed in late 2007 using other funds.



LEGEND

● Interchange Improvements

Project F

Anticipated Completion: 2020

Project Cost Estimate (2011) for SR-55 (I-405 to I-5):

Capital Cost	\$ 100,537,000
R/W Cost	\$ 38,935,000
Support Cost	\$ 40,453,000
Management & Contingency	\$ 27,387,000
Total Project Cost Cost	\$ 207,311,000

Project Cost Estimate (YOE) for SR-55 (I-405 to I-5):

Capital Cost	\$ 130,729,000
R/W Cost	\$ 57,526,000
Support Cost	\$ 50,449,000
Management & Contingency	\$ 36,221,000
Total Project Cost Cost	\$ 274,925,000

Project Schedule for SR-55 (I-405 to I-5):

Preliminary Engineering	Complete
Environmental	2013
Design	24 months
Construction	36 months

Project Description

Add new lanes to SR-55 between Interstate 5 (I-5) and Interstate 405 (I-405), including merging lanes between interchanges to smooth traffic flow. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. This freeway carries about 295,000 vehicles on a daily basis. This volume is expected to increase by nearly 13 percent, bringing it up to 332,000 vehicles per day in the future.

Key Considerations

The project improvements on SR-55 between I-405 and I-5 propose to add one auxiliary lane and one general purpose lane in each direction. This addition will reduce the space available for ramps at several interchanges; therefore, the ramp alignments would need to be altered.

Benefits

The project improvements on SR-55 between I-405 and I-5 will improve mobility and reduce congestion by providing an improved level of operation for existing and forecasted traffic volumes; especially for weaving and lane efficiency at ramp junctions.

Current Status

The preliminary engineering phase for the SR-55 (I-405 to I-5) project was completed in November 2008.

The Project is currently in the environmental phase, which is scheduled for completion in November 2013. Execution of subsequent phases will be subject to OCTA Board approval.



SR-57 Widening (Orangethorpe Avenue to Lambert Road)

Project G

Anticipated Completion: 2014

Project Cost Estimate (Forecast at Completion):

Capital Cost	\$ 65,250,000
R/W Cost	\$ 4,622,000
Support Cost	\$ 36,895,000
Management & Contingency	\$ 7,220,000
Total Project Cost	\$ 113,987,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	Completed
Design Completed	
Construction 2014	

Project Description

The improvements along State Route 57 (SR-57) primarily consist of adding one general purpose lane in the northbound (NB) direction from Orangethorpe Avenue in the City of Placentia to Lambert Road in the City of Brea. The project will maintain existing auxiliary lanes and add new auxiliary lanes in select locations.

Key Considerations

Project improvements on SR-57 from Orangethorpe Avenue to Lambert Road will require right of way acquisition that includes partial parcel acquisitions and temporary construction easements for the construction of proposed retaining walls and widened bridge structures. Railroad involvement will be required; a Construction & Maintenance Agreement will be needed for three overhead bridge structures.

Benefits

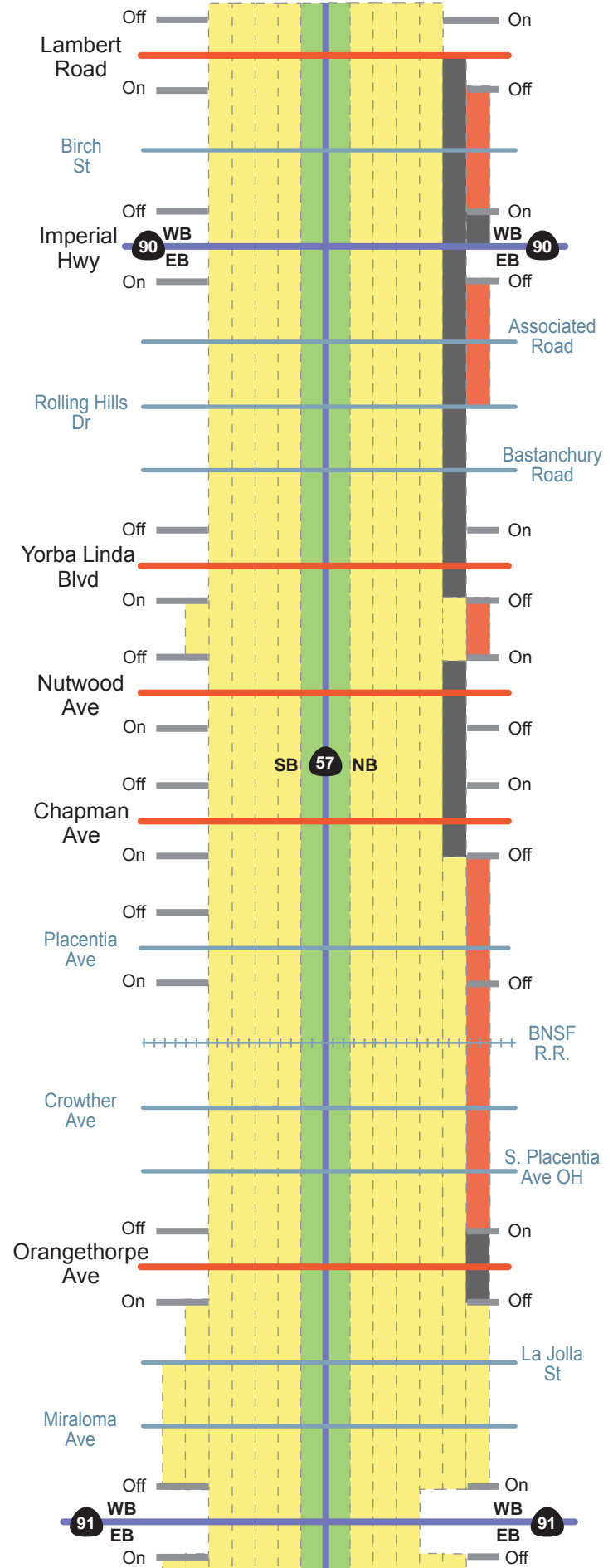
On SR-57, from Orangethorpe Avenue to Lambert Road, improvements will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, merge and diverge movements, which will improve both traffic operations and safety. A 20% reduction in total delay is anticipated.

Current Status

The design phase was completed in March 2010. The project is currently under construction and is scheduled for completion in July 2014.

LEGEND

- Existing Highway / Freeway
- Existing Local Roadway
- Interchange/Ramp
- HOV Lane
- Existing Lane
- Project Improvement Lane
- Project Auxiliary Lane



SR-57 Widening (Katella Avenue to Lincoln Avenue)

Project G

Anticipated Completion: 2015

Project Cost Estimate (Forecast at Completion):

Capital Cost	\$ 20,669,000
R/W Cost	\$ 1,707,000
Support Cost	\$ 12,765,000
Management & Contingency	\$ 2,635,000
Total Project Cost	\$ 37,776,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction 2015	

Project Description

The improvements along State Route 57 (SR-57), from Katella Avenue to Lincoln Avenue, primarily consist of adding one general purpose lane in the northbound (NB) direction. Additional widening will also be implemented to bring the lane widths and the left shoulder into compliance with design standards. Generally, the proposed improvements will be able to stay within the existing right of way with the utilization of tie-back walls along the project area.

Key Considerations

Project improvements will require entrance and exit ramps to be realigned and mainline bridges widened. Modified interchanges will retain their current configurations.

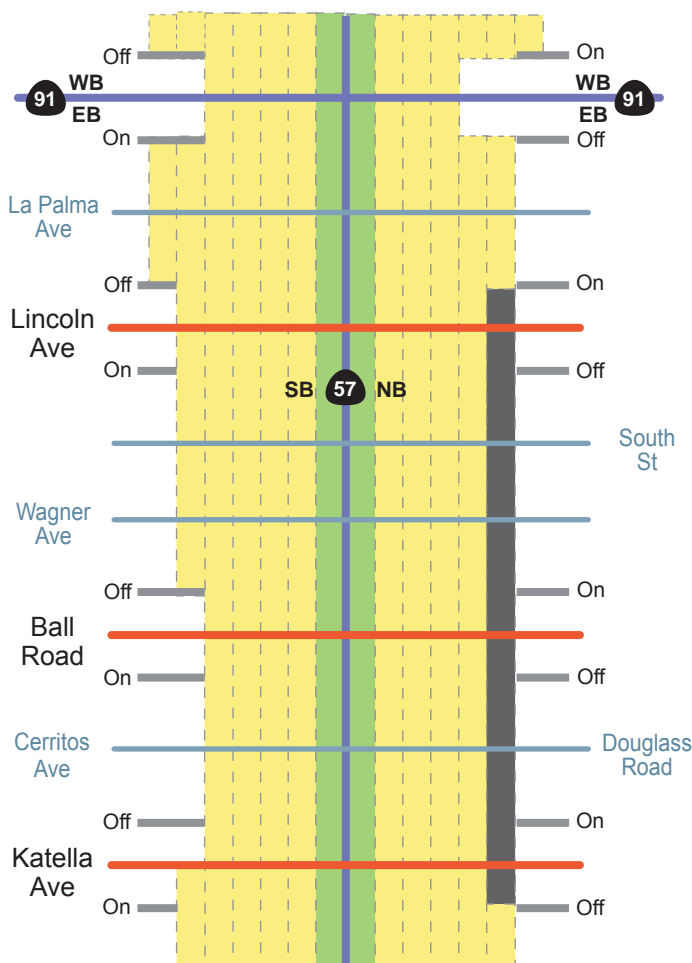
Project improvements on SR-57 from Katella Avenue to Lincoln Avenue will require temporary construction easements for the construction of proposed retaining walls. Railroad involvement will be required; a Construction & Maintenance Agreement will be needed for the widening of the Douglass Road railroad overhead.

Benefits

The addition of a general purpose lane along SR-57 from Katella Avenue to Lincoln Avenue will relieve mainline capacity constraints by providing system continuity with the northbound lane configuration just south of Katella Avenue with the intent of reducing mainline congestion and delay.

Current Status

The design phase of this project was completed in April 2011. Construction is scheduled to begin in December 2011.



LEGEND

- Existing Highway / Freeway
- Existing Local Roadway
- Interchange/Ramp
- HOV Lane
- Existing Lane
- Project Improvement Lane

SR-91 Widening (I-5 to SR-57)

Project H

Anticipated Completion: 2015

Project Cost Estimate (2011):

Capital Cost	\$ 39,940,000
R/W Cost	\$ 4,079,000
Support Cost	\$ 16,113,000
Mgmt & Contingency	\$ 7,373,000
Total Project Cost	\$ 67,504,000

Project Cost Estimate (YOE):

Capital Cost	\$ 46,205,000
R/W Cost	\$ 4,719,000
Support Cost	\$ 18,640,000
Mgmt & Contingency	\$ 8,529,000
Total Project Cost	\$ 78,094,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	Completed
Design 2012	
Construction 2015	

Project Description

The project proposes to widen westbound (WB) State Route 91 (SR-91) by connecting existing auxiliary lanes through interchanges, thus forming a fourth continuous general purpose lane between State Route 57 (SR-57) and Interstate 5 (I-5). In addition to the proposed general purpose lane, the existing auxiliary lanes on WB SR-91 between State College Boulevard and Raymond Avenue and between Euclid Street and Brookhurst Street will be replaced. A new auxiliary lane is planned on WB SR-91 between Raymond Avenue and Lemon Street.

Key Considerations

The widening of WB SR-91 will affect several parcels resulting in right of way involvements and temporary construction easements. An existing 12 kilovolt overhead electrical power line will be permanently relocated outside the project footprint. The widening between Euclid Street and Brookhurst Street will impact an existing reinforced concrete box culvert (Houston Channel) that will be extended to accommodate the proposed freeway ramp and widening improvements.

Benefits

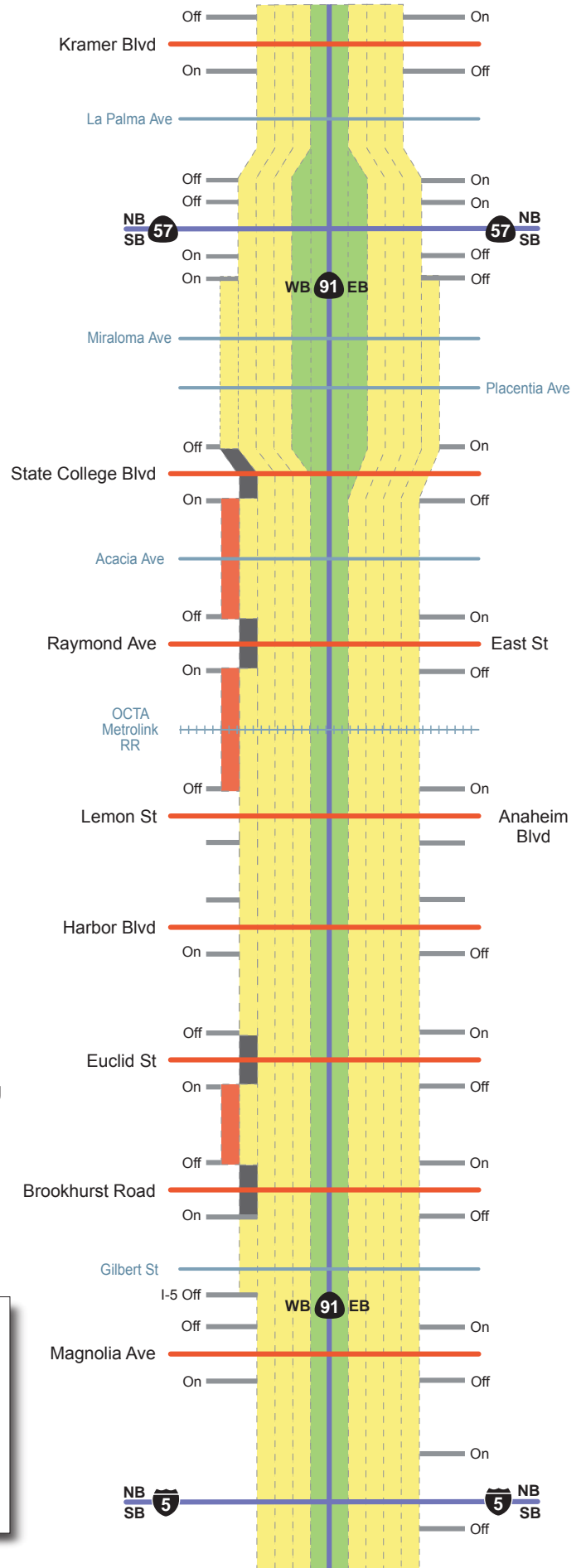
The addition of a new general purpose lane and proposed auxiliary lanes on WB SR-91 are intended to reduce congestion, provide additional mainline capacity, and improve diverge operations at each interchange.

Current Status

The project is currently in the design phase, which is expected to be completed in July 2012. Construction is scheduled to begin in December 2012.

LEGEND

- Existing Highway / Freeway
- Existing Local Roadway
- Interchange/Ramp
- HOV
- Existing Lane
- Project Improvement Lane
- Project Auxiliary Lane



SR-91 Widening (SR-55 to Tustin Avenue)

Project I

Anticipated Completion: 2016

Project Cost Estimate (2011):

Capital Cost	\$ 22,044,000
R/W Cost	\$ 4,531,000
Support Cost	\$ 14,600,000
Management & Contingency	\$ 4,430,000
Total Project Cost	\$ 45,605,000

Project Cost Estimate (YOE):

Capital Cost	\$ 24,087,000
R/W Cost	\$ 5,246,000
Support Cost	\$ 15,741,000
Management & Contingency	\$ 4,845,000
Total Project Cost	\$ 49,919,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	Completed
Design 2013	
Construction 2016	

Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange.

Key Considerations

The SR-91 Widening (SR-55 to Tustin Avenue) will require the acquisition of right of way and the widening of the Santa Ana River bridge. Existing underground utilities will need to be considered within the proposed widening section. In addition, there are two projects adjacent to the project study area: 1) the SR-55/SR-91 interchange project, and 2) the WB SR-91/Tustin Avenue intersection project. These two projects need to be taken into consideration during the design phase of this project.

Benefits

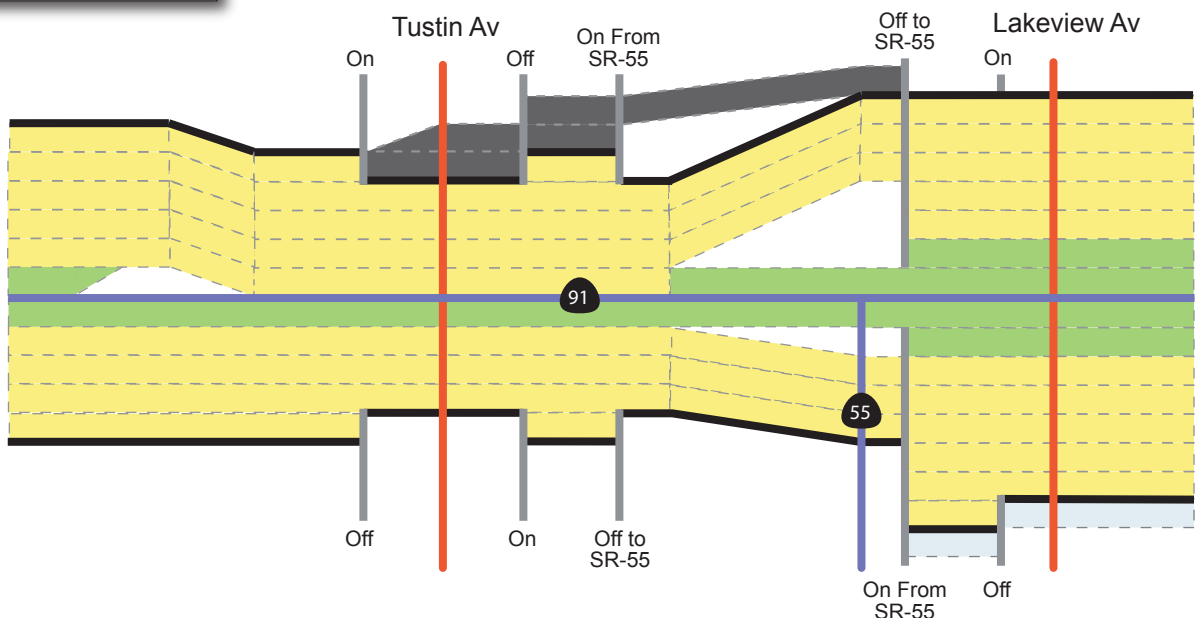
The project is intended to reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

Current Status

The project is currently in the design phase, which is scheduled for completion in May 2013.

LEGEND

- Existing Highway / Freeway
- Interchange / Ramp
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Existing Lanes Outline
- SR-91 (SR-55 to SR-241) Project Improvement Lane



Project J

Anticipated Completion: 2013

Project Cost Estimate (Complete) for SR-91 (SR-241 to SR-71):

Capital Cost	\$ 40,010,000
R/W Cost	\$ 2,090,000
Support Cost	\$ 17,240,000
Management & Contingency	\$ 850,000
Total Project Cost	\$ 60,190,000

Project Schedule for SR-91 (SR-241 to SR-71):

Preliminary Engineering	Completed
Environmental	Completed
Design Completed	
Construction Completed	

Project Cost Estimate (Forecast at Completion) for SR-91 (SR-55 to SR-241):

Capital Cost	\$ 51,128,000
R/W Cost	\$ 573,000
Support Cost	\$ 24,551,000
Management & Contingency	\$ 4,690,000
Total Project Cost	\$ 80,942,000

Project Schedule for SR-91 (SR-55 to SR-241):

Preliminary Engineering	Completed
Environmental	Completed
Design Completed	
Construction 2013	

Project Description

These projects add capacity on State Route 91 (SR-91) beginning at State Route 55 (SR-55) and extending to State Route 71 (SR-71) in Riverside County.

The first project, which has been completed, improves the segment of SR-91 east of State Route 241 (SR-241). One eastbound lane was provided between one mile east of SR-241 and SR-71 in Riverside County. The second project will improve the segment of SR-91 between SR-55 and SR-241. The project adds one new lane in each direction and improves key interchanges.

Today, this freeway carries about 314,000 vehicles every day. This volume is expected to increase by 36 percent, bringing it up to 426,000 vehicles by 2030.

Key Considerations

The proposed project improvements on SR-91 between SR-55 to SR-241 will have to consider maintenance of traffic through the construction phase.

Benefits

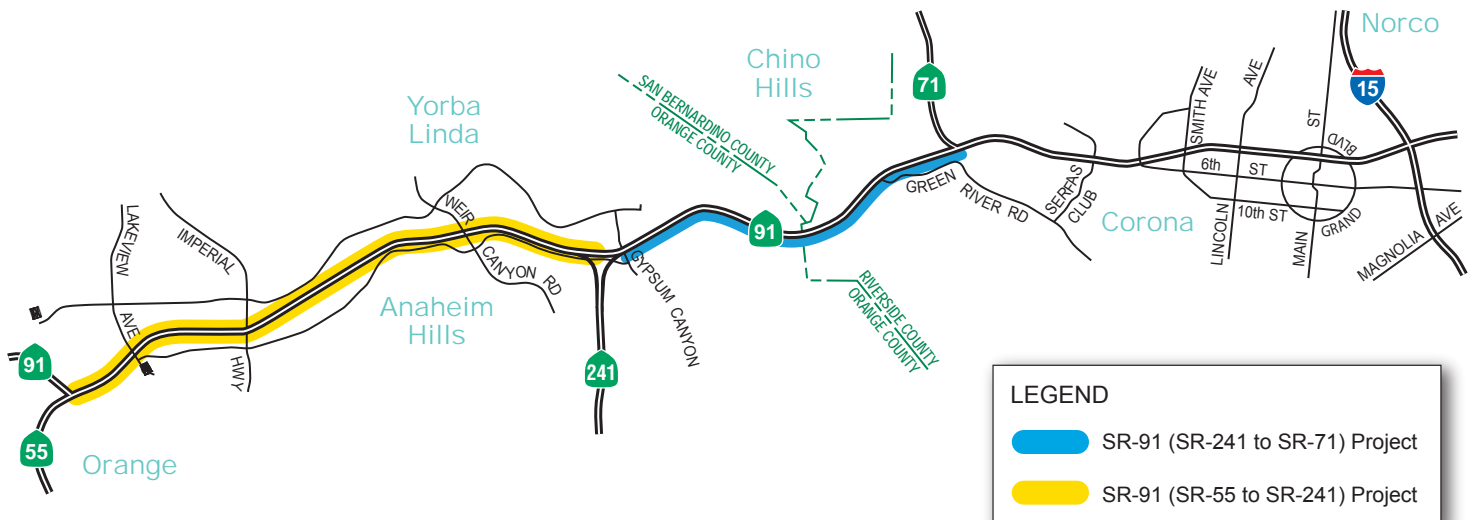
The project improvements on EB SR-91 between SR-241 to SR-71 added one general purpose lane. This project improves weaving in this segment as it reduces the volume of exiting vehicles in the SR-91 mainline through lanes that are exiting at Green River Road and SR-71.

The proposed project improvement on SR-91 between SR-55 and SR-241 will alleviate congestion and reduce delay.

Current Status

The project improvement on EB SR-91 between SR-241 and SR-71 was completed in January 2011.

The improvement project on SR-91 between SR-55 and SR-241 is currently under construction, and is scheduled to be completed by December 2012.



Project K

Anticipated Completion: 2021

Project Cost Estimate (2011):

Capital Cost	\$ 1,112,169,000
R/W Cost	\$ 89,070,000
Support Cost	\$ 162,465,000
Management & Contingency	\$ 169,590,000
Total Project Cost	\$ 1,533,335,000

Project Cost Estimate (YOE):

Capital Cost	\$ 1,242,369,000
R/W Cost	\$ 99,498,000
Support Cost	\$ 181,485,000
Management & Contingency	\$ 189,444,000
Total Project Cost	\$ 1,712,796,000*

* M2 contribution \$600 M.

Project Schedule:

Preliminary Engineering	Completed
Environmental	2012
Design-Build	2018

Project Description

Add new lanes to Interstate 405 (I-405) between Interstate 605 (I-605) and State Route 55 (SR-55) generally within the existing right of way. The project will make best use of available freeway property and update key interchanges. The improvements will be coordinated with other planned I-405 improvements in the I-405/State Route 22 (SR-22)/I-605 interchange area.

Today, I-405 carries over 300,000 vehicles daily. The volume is expected to increase by nearly 23 percent, bringing it up to 528,000 vehicles daily by 2030. The project will increase freeway capacity, reduce congestion, improve interchange operations and enhance safety.

Key Considerations

The improvement project on I-405 between I-605 and SR-55 is intended to limit right of way acquisition to ensure impacts to residents are minimized.

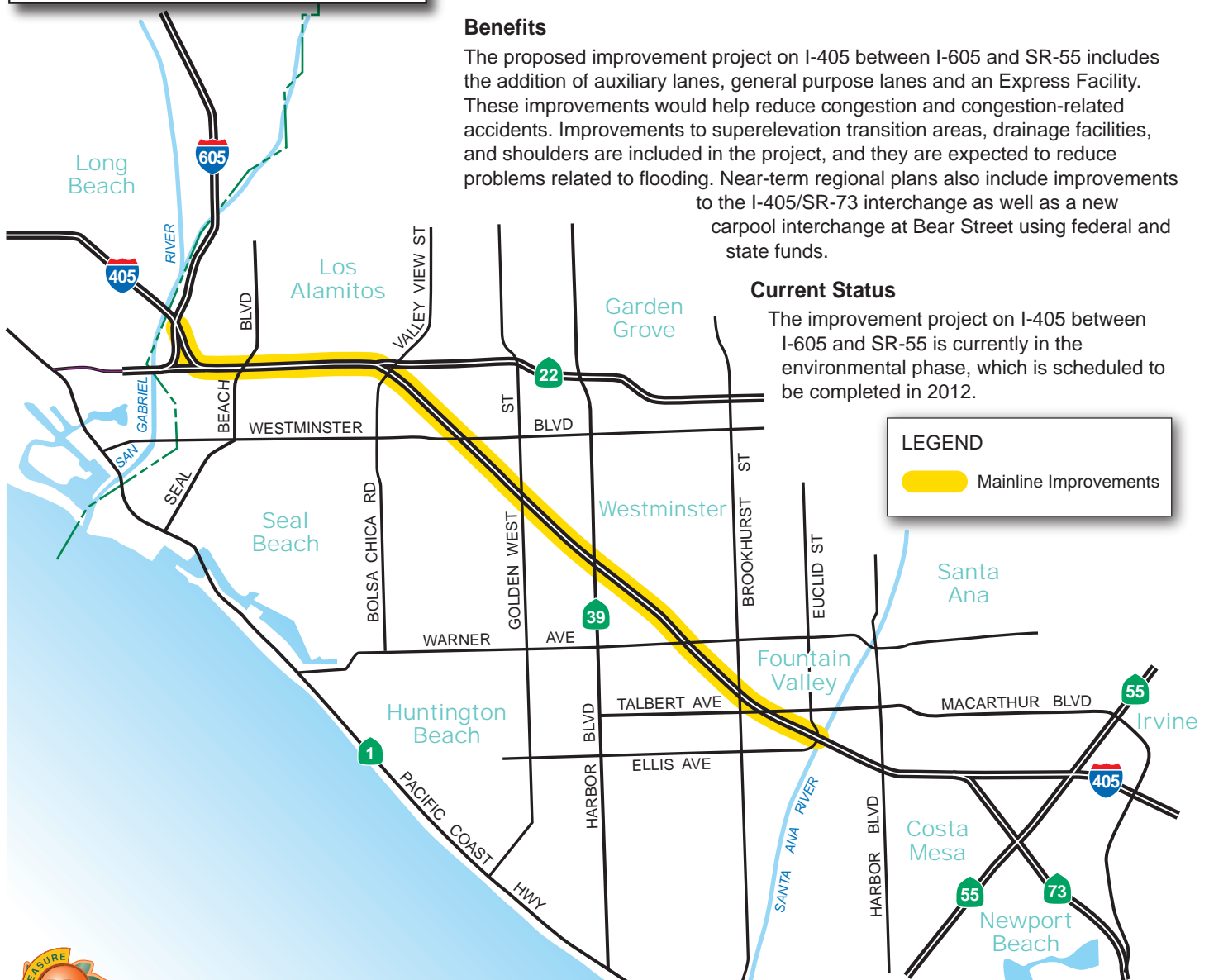
The current proposed project delivery approach includes the following assumptions: 1) project will include Express Lanes, which will accommodate both High Occupancy Vehicle (HOV) and toll operations, 2) project will be partially funded by toll revenue bonds, 3) project will be delivered through a design-build contract, 4) toll collection systems will be installed by the design-build contractor or through a separate contract, and 5) OCTA will purchase the required right of way and pay for necessary utility relocations.

Benefits

The proposed improvement project on I-405 between I-605 and SR-55 includes the addition of auxiliary lanes, general purpose lanes and an Express Facility. These improvements would help reduce congestion and congestion-related accidents. Improvements to superelevation transition areas, drainage facilities, and shoulders are included in the project, and they are expected to reduce problems related to flooding. Near-term regional plans also include improvements to the I-405/SR-73 interchange as well as a new carpool interchange at Bear Street using federal and state funds.

Current Status

The improvement project on I-405 between I-605 and SR-55 is currently in the environmental phase, which is scheduled to be completed in 2012.



LEGEND

Mainline Improvements

FUTURE FREEWAY PROJECTS

Beyond the CAP freeway program, Measure M2 includes 9 freeway projects that are scheduled to be completed by 2040, as well as the ongoing countywide Freeway Service Patrol program. The total estimated cost is \$1.6 billion in 2011 dollars. An overview of these freeway projects is provided below. Detailed project fact sheets are provided on the following pages. Project delivery schedules will be determined by the Board of Directors in future updates of the CAP.

Project	Project Summary	Cost (\$M)
B	I-5 Widening (SR-55 to I-405)	424.8
D	I-5 at El Toro Road Interchange Improvements	60.1
F	SR-55 Widening (I-5 to SR-22)	70.5
G	SR-57 NB Widening (Orangewood Avenue to Katella Avenue)	14.7
G	SR-57 NB Widening (Lambert Road to County Line)	82.4
I	SR-91 Widening (SR-57 to SR-55)	307.2
J	SR-91 Widening (SR-241 to I-15)	124.0*
L	I-405 Widening (SR-55 to I-5)	322.9
M	I-605/Katella Ave Interchange Improvements	22.2
N	Freeway Service Patrol	189.1

* - Reserve Funding for Ultimate Improvements

Figure 2-2 – Summary of Future Freeway Projects



Project B**Project Cost Estimate (2011):**

Capital Cost	\$ 257,240,000
R/W Cost	\$ 25,200,000
Support Cost	\$ 85,380,000
Management & Contingency	\$ 56,930,000
Total Project Cost	\$ 424,750,000

Project Schedule:

Preliminary Engineering	2011
Environmental	30 months
Design	24 months
Construction	36 months

Project Description

The project will increase Interstate 5 (I-5) freeway capacity and reduce congestion by constructing new northbound and southbound general purpose lanes and improving key interchanges in the area between State Route 55 (SR-55) and State Route 133 (SR-133) (near the El Toro "Y"). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Tustin, Santa Ana and north Orange County. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The current traffic volume on this segment of I-5 is about 356,000 vehicles per day and is expected to increase by nearly 24 percent, bringing it up to 440,000 vehicles per day.

Key Considerations

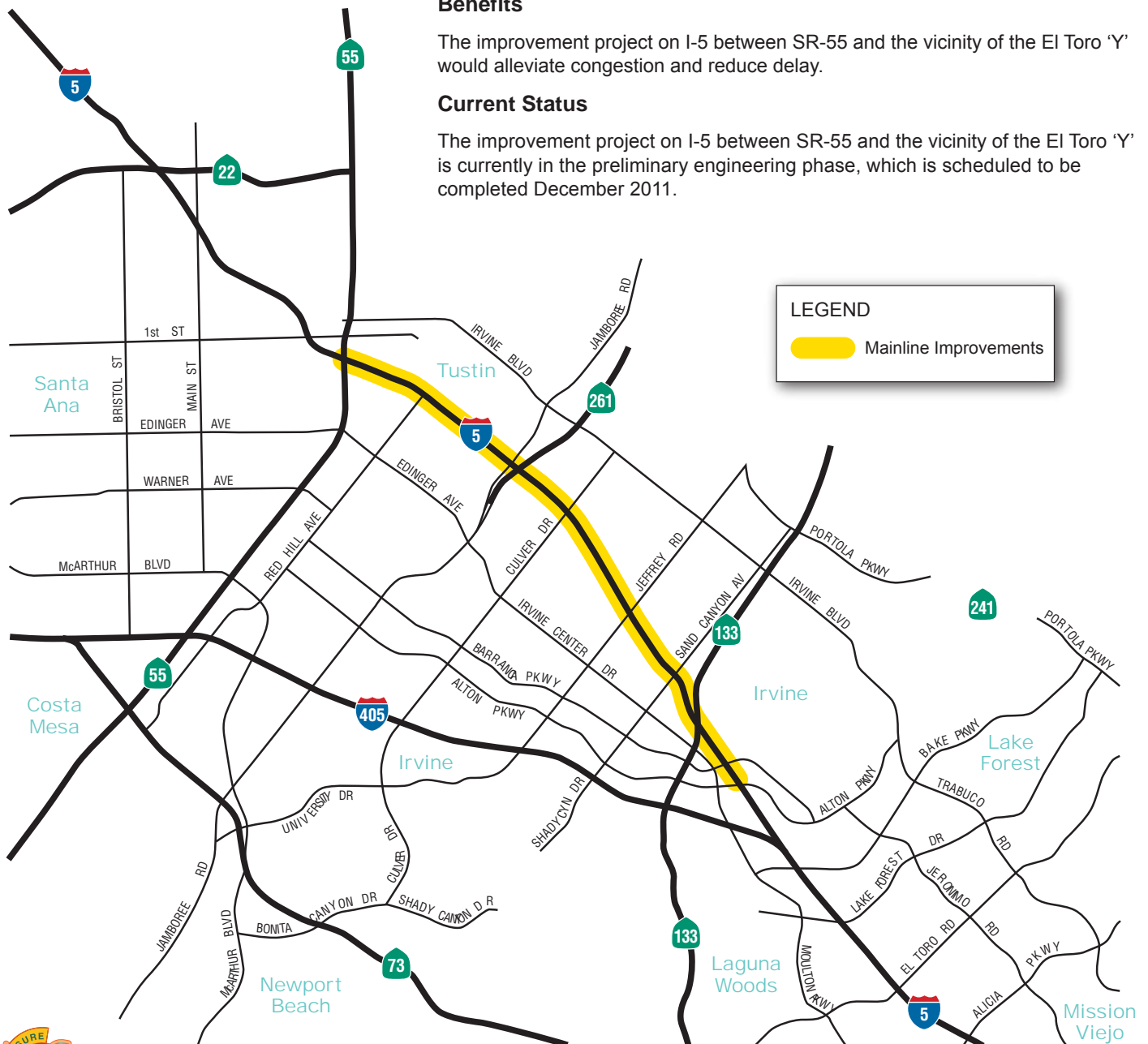
The I-5 mainline improvement project will have to be closely coordinated with local interchange improvement projects that are currently in the preliminary engineering or environmental phases of project development.

Benefits

The improvement project on I-5 between SR-55 and the vicinity of the El Toro 'Y' would alleviate congestion and reduce delay.

Current Status

The improvement project on I-5 between SR-55 and the vicinity of the El Toro 'Y' is currently in the preliminary engineering phase, which is scheduled to be completed December 2011.



I-5 at El Toro Road Interchange Improvements

Project D

Project Cost Estimate (2011):

Capital Cost	\$ 37,580,000
R/W Cost	\$ 3,130,000
Support Cost	\$ 11,950,000
Management & Contingency	\$ 7,390,000
Total Project Cost	\$ 60,050,000

Project Schedule:

Preliminary Engineering	2012
Environmental	30 months
Design	24 months
Construction	36 months

Project Description

The project proposes improvements at the El Toro Road interchange with Interstate 5 (I-5) in south Orange County. Improvements at the interchange include widening the local roads, modifying entrance and exit ramps, and modifying or replacing existing bridge structures.

Key Considerations

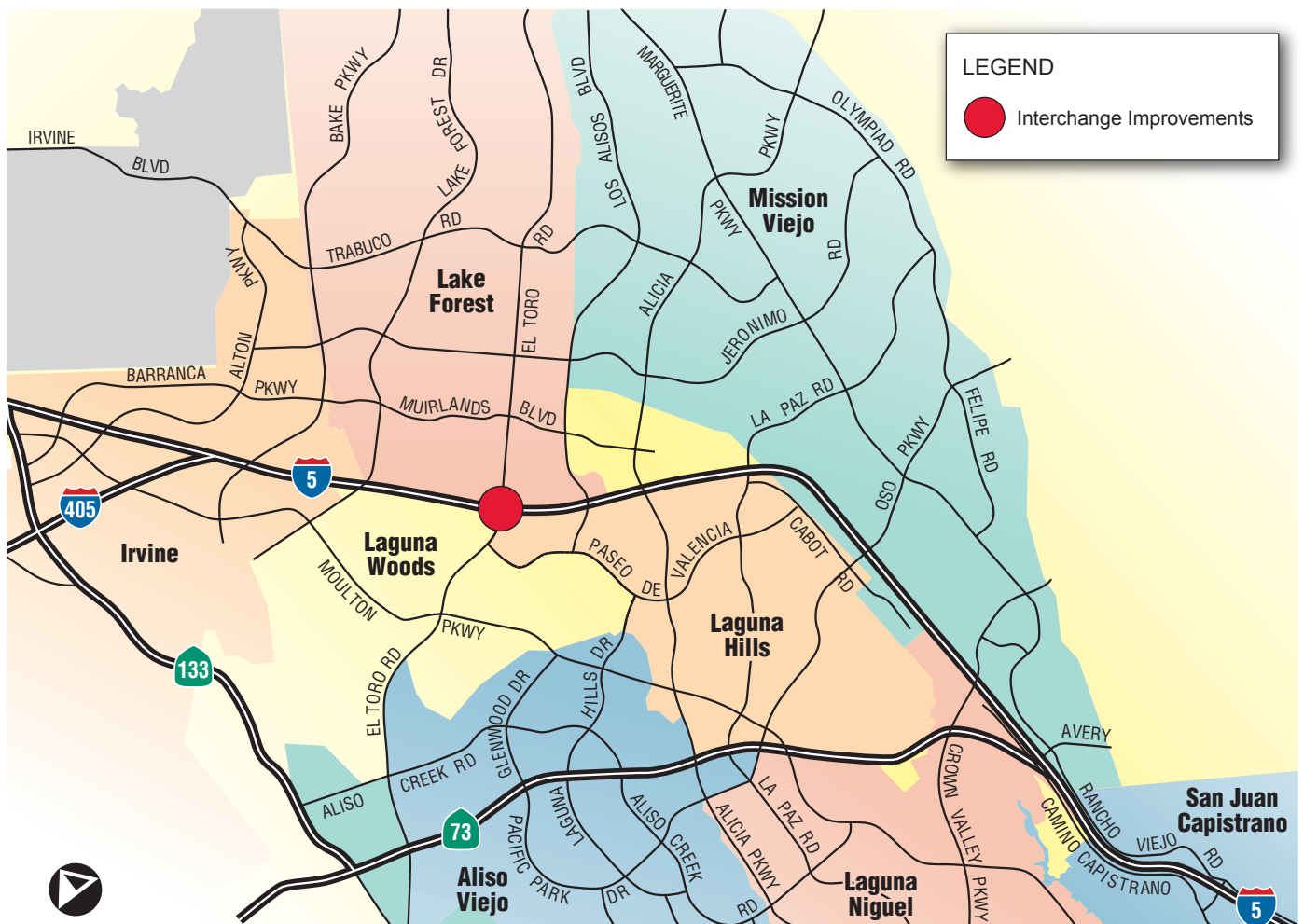
Depending on selection of the preferred alternative, the I-5/El Toro interchange improvement project could require a substantial amount of right of way acquisition.

Benefits

The interchange improvement project at I-5/El Toro Road will reduce chokepoints and accommodate forecast traffic demands on the local roads. Modification of the entrance and exit ramps will alleviate congestion at adjacent intersections.

Current Status

The interchange improvement project at I-5/El Toro Road is currently in the preliminary engineering phase, which is scheduled to be completed in 2012.



Project F**Project Cost Estimate (2011):**

Capital Cost	\$ 38,770,000
R/W Cost	\$ 8,280,000
Support Cost	\$ 14,150,000
Management & Contingency	\$ 9,310,000
Total Project Cost Cost	\$ 70,510,000

Project Schedule:

Preliminary Engineering	2014
Environmental	30 months
Design	24 months
Construction	36 months

Project Description

Add new lanes to SR-55 between State Route 22 (SR-22) and Interstate 5 (I-5), including merging lanes between interchanges to smooth traffic flow. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and also affected communities. Operational improvements between SR-22 and SR-91 will also be evaluated.

The purpose of the project is to increase freeway capacity and reduce congestion. This freeway carries about 295,000 vehicles on a daily basis. This volume is expected to increase by nearly 13 percent, bringing it up to 332,000 vehicles per day in the future.

Key Considerations

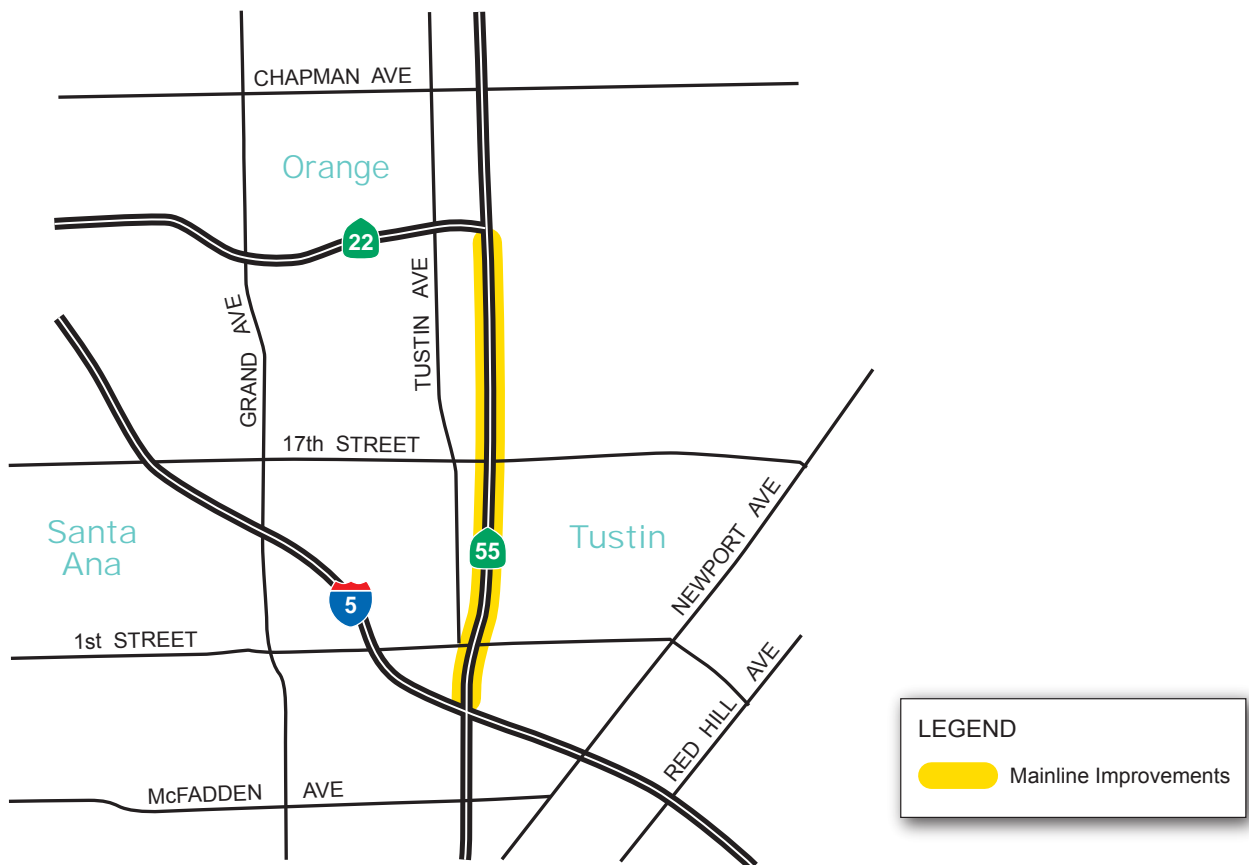
The project improvements on SR-55 between I-5 and SR-22 add (1) general purpose lane in each direction.

Benefits

The purpose of the project improvements on SR-55 between I-5 and SR-22 is to improve mobility and reduce congestion by providing an improved level of operation for existing and forecasted traffic volumes; especially for weaving and lane efficiency at ramp junctions. The specific improvements will be developed subject to further study.

Current Status

A feasibility study for improvements on SR-55 from I-5 to SR-91 was completed in June 2010. The preliminary engineering phase will be initiated in mid-2012.



SR-57 Widening (Orangewood Avenue to Katella Avenue)

Project G

Project Cost Estimate (2011):

Capital Cost	\$ 10,040,000
R/W Cost	\$ 400,000
Support Cost	\$ 2,540,000
Management & Contingency	\$1,740,000
Total Project Cost	\$14,720,000

Project Schedule:

Preliminary Engineering	2013
Environmental	30 months
Design	24 months
Construction	24 months

Project Description

The improvements along State Route 57 (SR-57) primarily consist of adding one general purpose lane in the northbound (NB) direction from Orangewood Avenue in the City of Orange to Katella Avenue in the City of Anaheim. The project will maintain the existing auxiliary lane between Orangewood Avenue and Katella Avenue. Specific improvements will be subject to approved plans developed in coordination with local jurisdictions and affected communities.

Key Considerations

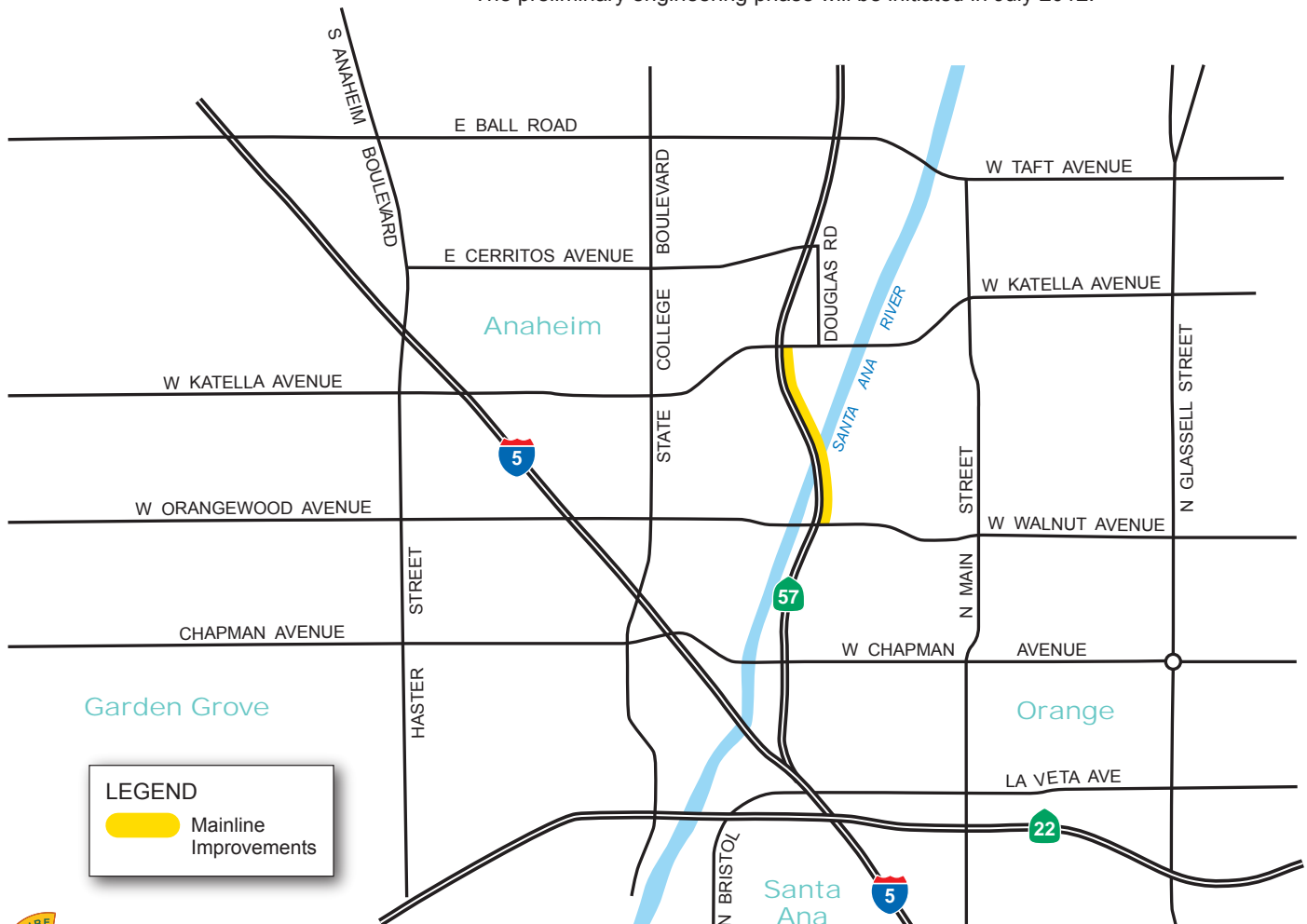
Project improvements on SR-57 from Orangewood Avenue to Katella Avenue may require limited right of way acquisition that includes partial parcel acquisitions and temporary construction easements for the construction of proposed retaining walls and widened bridge structures. Railroad involvement will be required; a Construction & Maintenance Agreement will be needed for one overhead bridge structure. Proposed improvements will need to be coordinated with the SR-57 Northbound Widening Project (Katella Avenue to Lincoln Avenue), which will be under construction in December 2011.

Benefits

On SR-57, from Orangewood Avenue to Katella Avenue, improvements will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, merge and diverge movements, which will improve both traffic operations and safety.

Current Status

The preliminary engineering phase will be initiated in July 2012.



SR-57 Widening (Lambert Road to County Line)

Project G

Project Cost Estimate (2011):

Capital Cost	\$ 53,280,000
R/W Cost	\$ 1,100,000
Support Cost	\$ 16,790,000
Management & Contingency	\$ 11,200,000
Total Project Cost	\$ 82,370,000

Project Schedule:

Preliminary Engineering	Completed
Environmental	36 months
Design	24 months
Construction	36 months

Project Description

The improvements along State Route 57 (SR-57) from Lambert Road to one-half mile north of the Los Angeles County line include the addition of a northbound truck climbing lane. The constructed width of the project will enable future provision of a second northbound lane.

Key Considerations

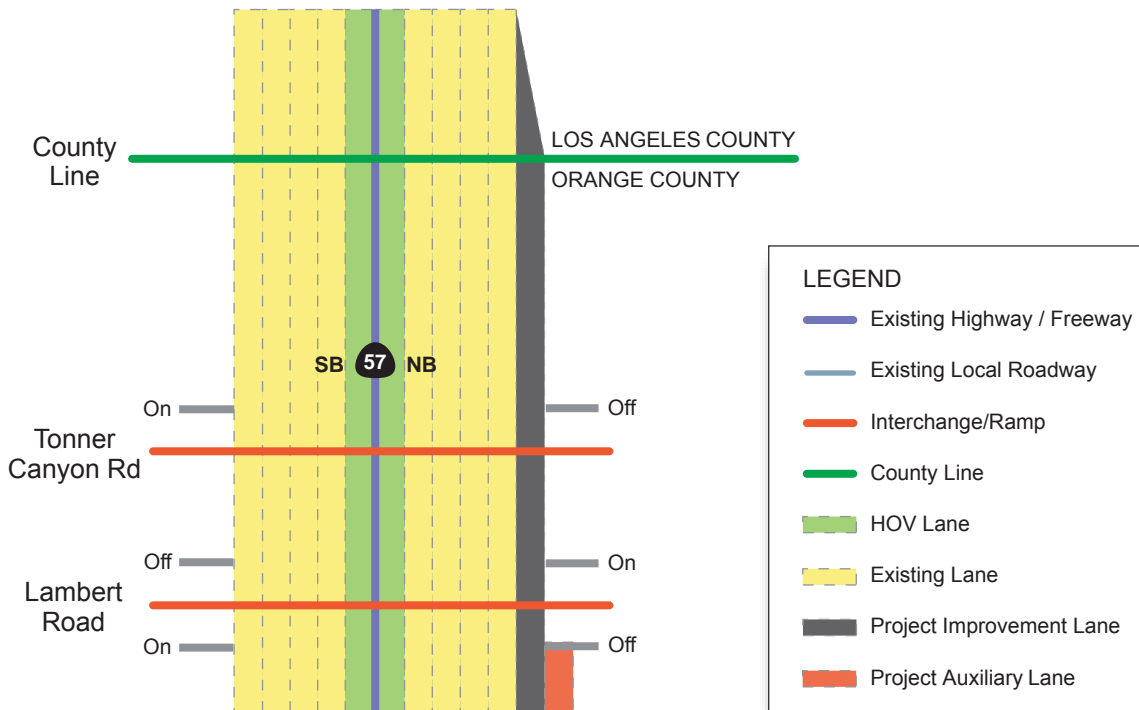
The segment of the project from Lambert Road to the County Line will require improvements in areas with both environmental and geotechnical challenges. This project will include coordination with Caltrans District 7 and the County of Los Angeles.

Benefits

On SR-57 from Lambert Road to the County Line project improvements will increase truck traffic travel speed and throughput in the northbound direction. The project will also substantially improve future mobility and reduce congestion, which will improve both traffic operations and safety. In conjunction with the SR-57 northbound improvements from Orangethorpe Avenue to Lambert Road, a 40% reduction in total delay could be achieved through the SR-57 northbound corridor.

Current Status

A Project Study Report was approved by Caltrans in July 2001, which completed the preliminary engineering phase. The project is scheduled to complete the environmental phase in 2022.



Project I

Project Cost Estimate (2011):

Capital Cost	\$ 183,240,000
R/W Cost	\$ 21,880,000
Support Cost	\$ 61,420,000
Management & Contingency	\$ 40,640,000
Total Project Cost	\$ 307,180,000

Project Schedule:

Preliminary Engineering	2012
Environmental	30 months
Design	24 months
Construction	36 months

Project Description

Improve State Route 91 (SR-91) with the addition of freeway capacity between SR-55 and SR-57. The proposed capacity improvement on SR-91 between SR-57 and SR-55 includes adding one (1) general purpose lane in the eastbound direction. Improvements for the SR-91 / SR-55 interchange will also be evaluated. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Current freeway volume on this segment of the SR-91 is about 245,000 vehicles per day. This vehicular demand is expected to increase by 22 percent, bringing it up to 300,000 vehicles per day in the future.

Key Considerations

The proposed project improvements need to be closely coordinated if phased delivery of the project is executed.

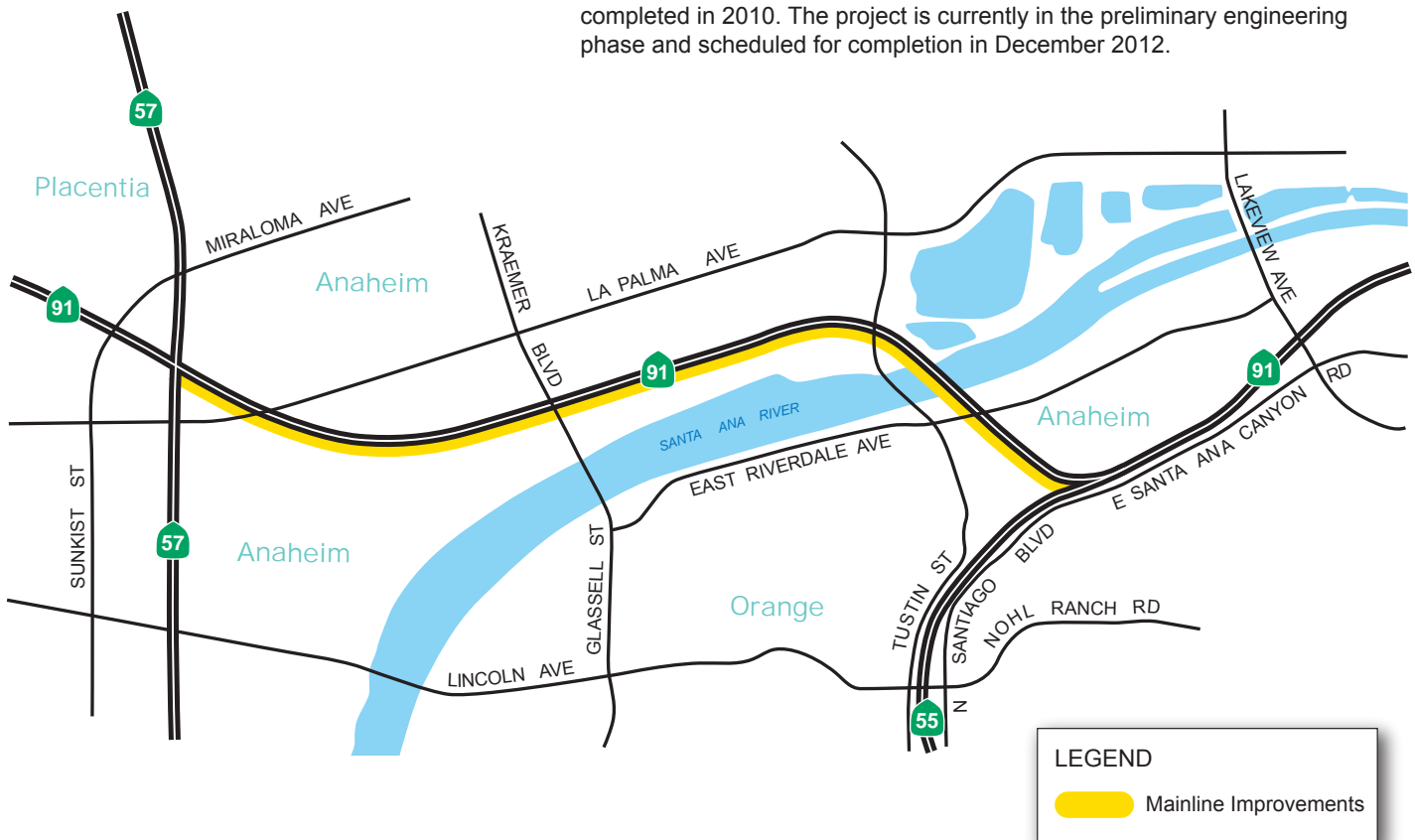
The definition of the SR-91/SR-55 interchange improvements requires further study, including an evaluation of right of way impacts. Implementation of the interchange improvements may be considered for later phasing than the freeway widening between SR-55 and SR-57. Also, these proposed improvements need to be coordinated with SR-91 widening improvements delivered as part of Project I and Project J.

Benefits

The project improvement will alleviate congestion and reduce delay. The SR-91/SR-55 interchange improvements are expected to provide congestion relief for westbound SR-91 traffic and improve the connection from westbound SR-91 to southbound SR-55.

Current Status

A SR-91 feasibility study for widening SR-91 from SR-55 to SR-57 was completed in 2010. The project is currently in the preliminary engineering phase and scheduled for completion in December 2012.



Project J

Project Cost Estimate Initial Phase:

Funded by RCTC

Project Cost Estimate Ultimate Phase (2011):

Capital Cost	\$ 87,787,000
R/W Cost	\$ 5,758,000
Support Cost	\$ 15,215,000
Management & Contingency	\$ 15,215,000
Total Project Cost	\$ 123,975,000 *

* M2 reserve funds for Orange County improvements

Project Schedule for Initial Phase:

Preliminary Engineering	Completed
Environmental	2012
Design - Build	2017

Project Schedule for Ultimate Phase:

TBD

Project Description

The Riverside County Transportation Commission (RCTC) is leading the two-phase (initial & ultimate) delivery of this project, which adds capacity on State Route 91 (SR-91) beginning at State Route 241 (SR-241) and extending to Interstate 15 (I-15) in Riverside County, which would provide a continuous set of improvements between SR-241 and I-15. Scheduled for completion by 2017, the initial phase of the project is being funded by RCTC and will provide (1) eastbound lane and (1) westbound lane of capacity between SR-241 and the Riverside County line. The ultimate project will provide (1) additional eastbound lane and (1) additional westbound lane of capacity between SR-241 and the Riverside County line. However, the Orange County improvements are contingent upon RCTC's delivery of the complementary improvements within Riverside County. The M2 funding currently assigned to Project J are reserve funds dedicated to the delivery of the ultimate phase SR-91 improvements within Orange County and are subject to change pending further project definition and development. A schedule for delivery of the ultimate improvements has not yet been established. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities. Today, this freeway carries about 314,000 vehicles every day. This volume is expected to increase by 36 percent, bringing it up to 426,000 vehicles by 2030.

Key Considerations

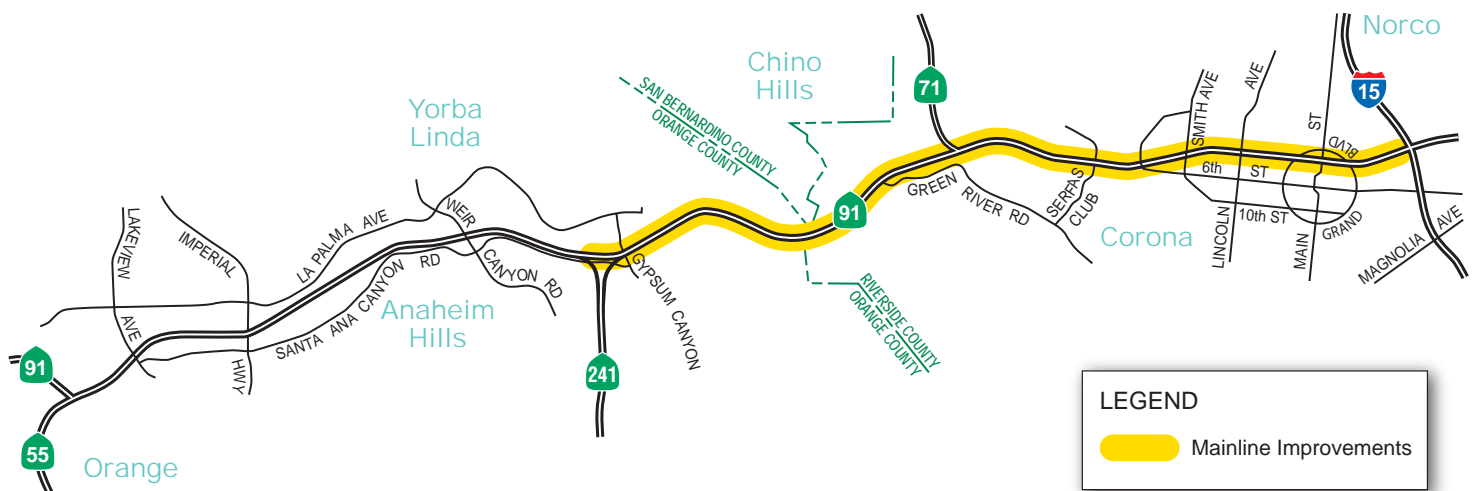
This improvement project will have to be coordinated with three other major improvement projects on SR-91: 1) Project J widened SR-91 from SR-241 to SR-71, 2) the elevated 4-lane facility (Corridor A) proposed by the Riverside County - Orange County Major Investment Study (MIS), which could potentially be located in the median of SR-91, and 3) the SR-241/SR-91 High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) direct connectors.

Benefits

The proposed project improvements on EB and WB SR-91 between SR-241 and I-15 are expected to reduce congestion and improve the safety and operational efficiency of the facility by increasing the carrying capacity of the facility and by reducing the existing chokepoints within the project limits.

Current Status

The SR-91 improvement project is currently in the environmental phase, which is scheduled to be completed by April 2012.



Project L

Project Cost Estimate (2011):

Capital Cost	\$ 209,580,000
R/W Cost	\$ 8,300,000
Support Cost	\$ 65,890,000
Management & Contingency	\$ 39,120,000
Total Project Cost	\$ 322,890,000

Project Schedule:

Preliminary Engineering	2013
Environmental	30 months
Design	24 months
Construction	36 months

Project Description

Add new lanes to Interstate 405 (I-405) from State Route 55 (SR-55) to the vicinity of Interstate 5 (I-5) to alleviate congestion and reduce delay. The project could also improve chokepoints at interchanges and add merging lanes near on/off ramps such as Lake Forest Drive, Irvine Center Drive and State Route 133 (SR-133) to improve the overall freeway operations in the Interstate 405 (I-405)/I-5 El Toro "Y" area. The project will generally be constructed within the existing right of way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

This segment of the freeway carries 354,000 vehicles a day. This number will increase by nearly 13 percent, bringing it up to 401,000 vehicles per day by 2030. The project will increase freeway capacity and reduce congestion.

Key Considerations

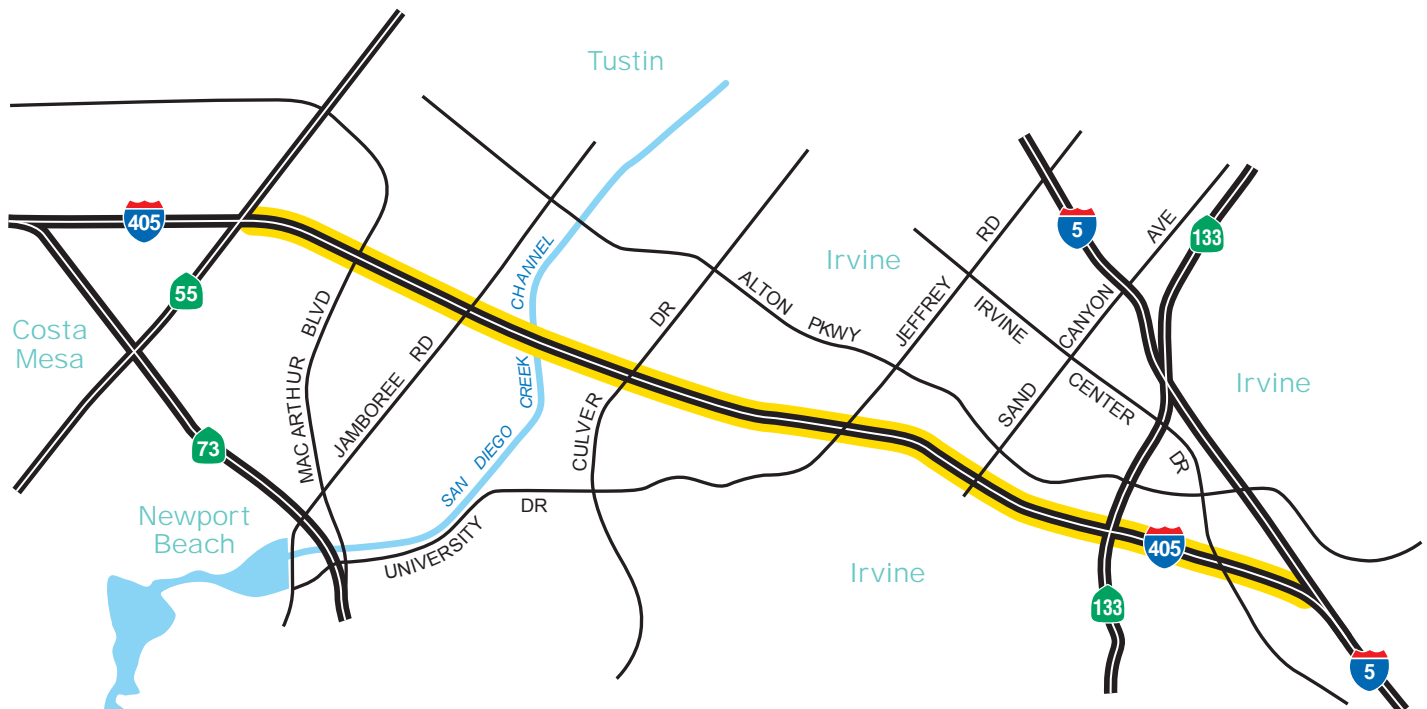
The I-405 mainline improvement project will have to be closely coordinated with local interchange improvement projects that are currently in the preliminary engineering or environmental phases of project development. The project should also be coordinated with Project B and Project C to ensure that lane balancing issues are addressed.

Benefits

The improvement project on I-405 between SR-55 and El Toro "Y" would help alleviate congestion and reduce delay.

Current Status

The project is currently in the preliminary engineering phase and is scheduled to be completed in 2013.



I-605 at Katella Avenue Interchange Improvements

Project M

Project Cost Estimate (2011):

Capital Cost	\$ 13,110,000
R/W Cost	\$ 1,390,000
Support Cost	\$ 4,490,000
Management & Contingency	\$ 3,190,000
Total Project Cost	\$ 22,180,000

Project Schedule:

Preliminary Engineering	18 months
Environmental	24 months
Design	24 months
Construction	24 months

Project Description

Improve freeway access and arterial connection to Interstate 605 (I-605) at Katella Avenue, which serves the communities of Los Alamitos and Cypress. The project will be coordinated with other planned improvements along State Route 22 (SR-22) and Interstate 405 (I-405). Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Regional plans also include the addition of new freeway-to-freeway HOV connectors to the I-405/I-605 interchange using federal and state funds. This improvement will connect to interchange improvements at I-405 and SR-22, as well as new freeway lanes between I-405 and I-605.

Benefits

The purpose of the I-605/Katella Avenue interchange improvements is to reduce both freeway and arterial congestion, traffic queuing, and delay within the interchange area.

Current Status

The preliminary engineering phase for this project has not been initiated yet, and will be done in cooperation with the City of Los Alamitos in the future.



Project N

Anticipated Completion: 2011-2041

Project Cost

Estimate (YOE): \$ 150,000,000

Project Description

Currently Freeway Service Patrol (FSP) is available on Orange County freeways Monday through Friday during peak commuting hours. This project assures that this basic level of service would be continued through 2041. As demand and congestion levels increase, this project would also permit service hours to be extended throughout the day and into the weekend.

Benefits

The Freeway Service Patrol provides competitively bid, privately contracted tow truck service for motorists with disabled vehicles on the freeway system. This service helps stranded motorists and quickly clears disabled vehicles out of the freeway lanes to minimize congestion caused by vehicles blocking traffic and passing motorists rubbernecking.



SECTION 3: _____ REFERENCES

The following documents and resources were used in the development of the Measure M2 Freeway Plan. Data was provided by OCTA, RCTC, Caltrans District 12, Caltrans District 8 and other agencies.

PROJECT A: I-5 Widening between SR-55 and SR-57

1. Project Study Report/Project Development Support “Add second HOV lane on I-5 between SR-55 and SR-57”, November 2010
2. Project Study Report “On Interstate 5 between Fourth Street and Newport Avenue, On State Route 55 between Fourth Street and Edinger Avenue”, October 2005

PROJECT B: I-5 Widening between SR-55 and I-405

3. Project Study Report/Project Development Support (Working Draft) “I-5 Widening between I-405 and SR-55”, May, 2011

PROJECT C: I-5 Widening between South County Line and I-405

4. Draft Project Report “Extend I-5 HOV lane between 0.1 mile south of Avenida Pico UC and 0.1 mile south of San Juan Creek Rd UC”, January 2011
5. Project Study Report/Project Development Support “I-5 Widening between SR-73 and El Toro Road”, February 2011
6. Caltrans Project Fact Sheet “I-5 at La Paz UC - Reconstruct UC and Widen SB Off-ramp”, June 2008
7. Feasibility Study “Replace Avery Pkwy UC, Bridge No. 55-232 R/L on I-5”, April 2011

PROJECT D: I-5 South County Interchange Improvements

8. 95% PS&E “On Route I-5, in the City of San Juan Capistrano at Ortega Highway (SR-74) Interchange”, July 2011
9. Caltrans Project Fact Sheet “On SB I-5 between El Toro Road and Los Alisos in the City of Laguna Hills”, July 2008

PROJECT F: SR-55 Widening between I-405 and SR-22

10. Project Study Report/Project Development Support “On State Route 55 between Interstate 405 and Interstate 5”, April 2008
11. Feasibility Study “SR-55 Widening between I-5 and SR-91”, June 2010



PROJECT G: SR-57 Northbound Widening between I-5 and County Line

12. 100% PS&E “Northbound Widening On State Route 57 between 0.5-km South of Katella Avenue and 0.5-km North of Lincoln Avenue”, August 2011
13. Construction Contract “SR-57 Northbound Widening between Orangethorpe Avenue and Yorba Linda Boulevard”, July 2011
14. Construction Contract “SR-57 Northbound Widening between Yorba Linda Boulevard and Lambert Road”, July 2011
15. Project Study Report “SR-57 Northbound Climbing Lane Widening between Lambert Road Undercrossing and 1 km North of Orange County/Los Angeles County Line”, September 2001

PROJECT H: SR-91 Westbound Widening between I-5 and SR-57

16. 65% PS&E “SR-91 Westbound Widening between I-5 and SR-57”, May 2011

PROJECT I: SR-91 Widening between SR-55 and SR-57

17. Project Study Report/Project Development Support (Working Draft) “SR-91 Widening between SR-55 and SR-57”, December 2011
18. Project Report “On Westbound State Route 91 Auxiliary Lane from NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, May 2011
19. State Route 91 Implementation Plan, June 2011

PROJECT J: SR-91 Widening between SR-55 and Orange/Riverside County Line

20. PS&E & Construction Contract “On Eastbound SR-91 between SR-241 in Orange County and SR-71 in Riverside County”, July 2011
21. Project Report “On State Route 91 between SR-55 and SR-241”, July 2011
22. Draft Project Report (Working Draft) “SR-91 Corridor Improvement Project”, September 2008
23. State Route 91 Implementation Plan, June 2011

PROJECT K: I-405 Widening between SR-55 and I-605

24. Project Study Report/Project Development Support (Working Draft) “On Interstate 405 between State Route 73 and Interstate 605”, April 2008
25. Preliminary Construction Cost Estimate, November 2010 (cited in OCTA Project Status Report, June 2011)

MISCELLANEOUS

26. Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006
27. South County Major Investment Study, June 2008
28. OCTA Project Status Reports, June 2011





14725 Alton Parkway
Irvine, CA 92618-2027
949.472.3505
fax 949.472.8373

www.RBF.com

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Capital / Measure M2 Program Status (Chart)

Printed Date: 22-Feb-12

OCTA CAPITAL PROGRAMS

Project Study Report Environmental Design / Right of Way Advertise & Award Construction Baseline

Express Lane Planning and Implementation Principles

User Experience

1. Express lane projects shall be designed and implemented to provide safe, reliable, and predictable travel times.
2. Express lanes shall be planned and implemented to support improved regional connectivity.
3. Design and management of the interface of express lane facilities with existing freeway, high-occupancy vehicle, and express facilities shall seek to achieve a consistent, seamless user experience.

Existing System

4. Express lane projects shall not be implemented to replace committed projects to be funded with local transportation sales tax revenues.
5. Although Caltrans and Federal Highway Administration control highway operations, OCTA does not intend to replace existing mixed-flow freeway lanes with express lanes.
6. Existing high-occupancy vehicle lanes may be functionally encompassed within an express lane project, provided:
 - a. The total number of lanes is increased by the project; and
 - b. Both vehicle throughput and average vehicle occupancy levels can be maintained and/or improved.

Operations

7. Express lane operations policies shall:
 - a. Assure coverage of capital and operations costs as well as maintenance responsibilities.
 - b. Maximize overall corridor throughput and efficiency through congestion pricing.
 - c. Promote increased average vehicle occupancy, including incentives for carpools, vanpools, and transit services.

Revenues

8. Any express lane project revenues in excess of what is needed for annual debt payments, financing requirements, and operations responsibilities shall be used for congestion relief projects and expanded transit options in the same corridor area.
9. Continued operations of express lanes, beyond bond retirement dates, shall be subject to demonstrated congestion relief measured by vehicle throughput and average vehicle occupancy levels in the corridor.